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WEDGWOOD BONE CHINA 1812-1822

by WOLF MANKOWITZ

Tea pot decorated with rural scene, probably painted by John Cutts of Pinxton.

Collectors' Guide to 'Choicest' tea-ware

Tea pot stand, jug, cup and saucer (printed) with Chinese dragons in black, enamelled green over glaze.

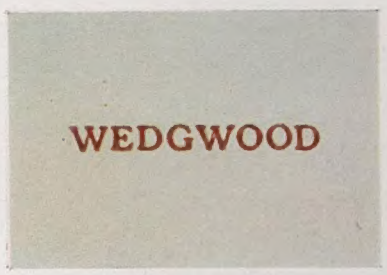
Cup and saucer richly decorated in orange and gold floral design.

WITHIN a few years of the death in 1795 of the first Josiah Wedgwood it seemed as if the fashion for the pottery associated with his name had also passed away. By 1811 the Wedgwood agent in London was writing to the factory, "Every day we are asked for China Tea-Ware—our sales of it would be immense if we had any—Earthenware Tea-Ware is quite out of fashion."

So Josiah Wedgwood II began to experiment in the manufacture of bone china. By June 1812 casks of tea-ware, the first Wedgwood porcelain, arrived in London—a credit to the second Josiah and a reflection of the genius of his father.

But only a reflection. Josiah II's lack of experience resulted in uneconomical production and inefficient marketing. The agent (distinctly no merchant genius) reported, "We have sold one Set of number 599 and a Breakfast Set—many families have left town—unfortunately the Sets were just a month too late here."

Josiah II's bone-china experiment, lasting only ten years, produced one of the rarest groups of Old Wedgwood. His use of such artists as John Cutts of Pinxton (landscapes) and Aaron Steele (birds) together with a so-far unidentified fruit-and-flower painter, resulted in tea-ware of great decorative interest. Although its quality is very uneven the best of it is considered equal to the finest productions of the traditional porcelain-producing factories of the period.



Wedgwood Bone China 1812-1822 is marked in red, blue, gold or black upper-case lettering (see left). The use of the mark over the glaze sometimes results (in the case of examples which have been constantly used) in partial or complete obliteration. The Wedgwood firm revived manufacture of fine bone china in 1878 and continue to the present day as one of the world's foremost producers of the ware.

NOTE TO COLLECTORS It is still possible for the assiduous searcher to find odd examples of this important class of Wedgwood ware. Your discovery needn't be expensive, but you can be sure it is very choice. As choice in its own way, for example, as Brooke Bond 'Choicest' tea—a fragrant blend of finest Ceylon and Assam teas that makes a worthy partner to your Wedgwood bone-china tea-ware. At 2/- per quarter this is undoubtedly the best value in tea, today.

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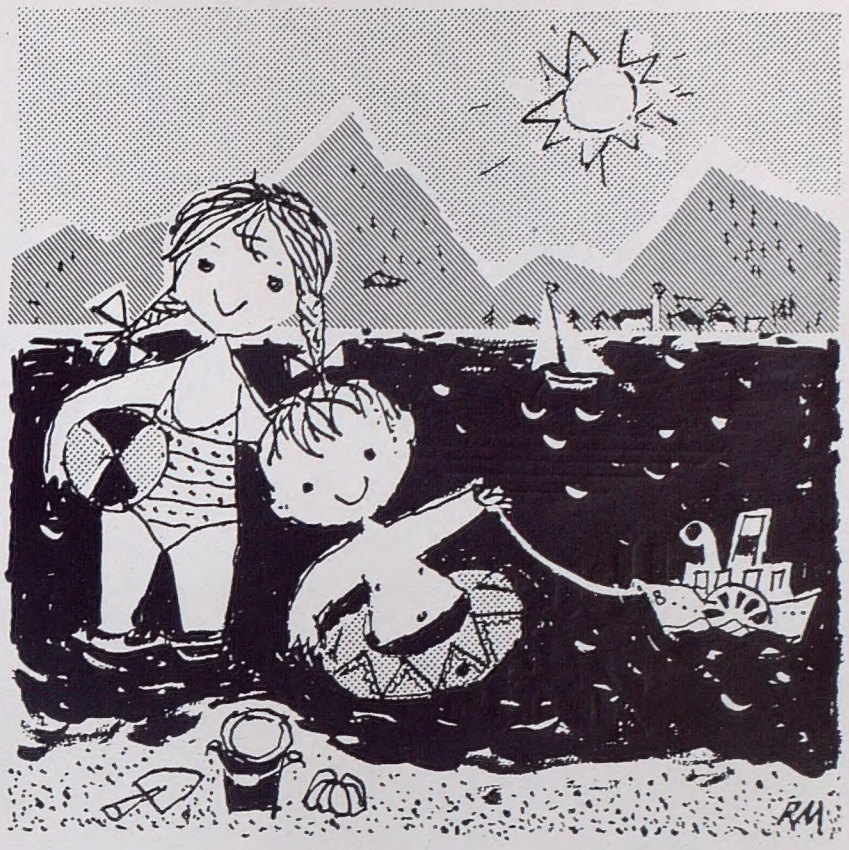

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Volume CCXXXVI No. 3074

The SPHERE, London, February 28, 1959

The SPHERE

with which is incorporated THE GRAPHIC

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THE VISIT TO RUSSIA—MR. MACMILLAN AND MR. KHRUSHCHEV IN ANIMATED CONVERSATION AT THE AIRPORT IN MOSCOW : Between them is an interpreter. The British Prime Minister had just arrived in a Comet airliner from London. With him were Mr. Selwyn Lloyd and a number of senior Government officials. In reply to Mr. Khrushchev's welcome Mr. Macmillan said he had come to see something of the Soviet people and, he hoped, to contribute something towards a better Soviet understanding of Britain.

Mr. Macmillan stepped from his aircraft last Saturday wearing a tall, white fur hat which at once caught the admiration of the crowd waiting to welcome him. Having inspected a guard of honour and accepted the official welcome, he walked up to a group of onlookers and gave further delight by taking off his headgear and waving it at them. In a brief statement he declared that one of the main objects of his trip is to dispel certain Russian illusions about the present state of Britain. Remarking that it was the first time he had visited Russia since 1929, when he came as a tourist, he added that he " expected to find conditions in the Soviet Union almost as different to-day from what they were then as England is to-day from the pictures painted by Dickens." This was a humorous reference to the fact that Russians are encouraged to read Dickens as a reflection of current English society. On leaving the airport Mr. Macmillan and Mr. Selwyn Lloyd almost at once began talks with the Soviet leaders, which continued at a villa outside Moscow on Sunday. Later they returned to the capital for further talks. (Other Moscow pictures on pages 314-315.)

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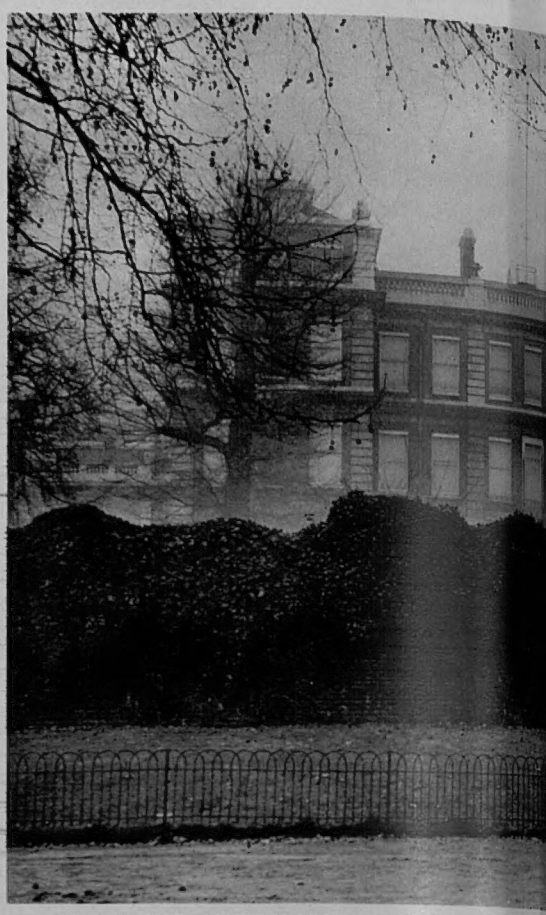
THE QUEEN AT THE COURTAULD INSTITUTE GALLERIES IN LONDON: Her Majesty discusses one of the pictures in one of the Lee Galleries with Sir Anthony Blunt (right), the director of the Courtauld Institute. Looking on are, from left, Sir Kenneth Clark, the Chairman of the Arts Council, and Professor Lionel Robbins, Chairman of the Institute's Management Committee. In the background is the full-length portrait of Queen Charlotte by Sir William Beechey, R.A.



HER MAJESTY GIVES MARLBOROUGH HOUSE TO THE COMMON
London, is to become the Commonwealth centre in th
throne or the Queen Mother. The main function of th
name, will be to serve as a meeting place for Common

A London Newsletter

195-198, STRAND, W.C.2.

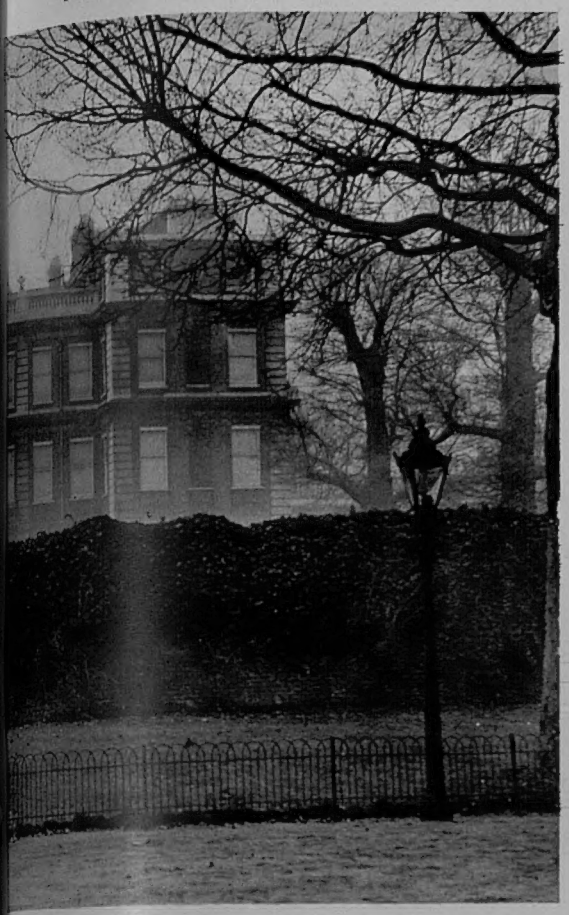
Cyprus : Another Miracle ?—Men are so unaccustomed to miracles of political common sense and self-sacrifice that it was small wonder if pessimism in a variety of forms crept in after Zürich. It seemed to be, after all, merely a miraculous bridge over the first and not the final obstacle. There were other rivers to cross, other peaks to pass over. It was, after all, no more than a successful affair of outposts before the main battle was joined. That guarantee, for instance, given to the British Parliament that we would never yield sovereignty over our essential, immensely costly, and widely dispersed bases in the island. At first in London the Archbishop, the Foreign Ministers, all those who must work the plan in the island, must have felt, if they did not instantly express, their certainty that the sovereignty pledge and the plan could not lie down together. A few more hours of discussion proved in the event that the age of miracles is not over. Agreement over Cyprus was reached by all parties and without loss of face, and we begin to speculate whether a hat-trick of miracles may not be signalled from Moscow. In a matter of hours, four years of murder and rapine in Cyprus was, it is confidently hoped, wiped out. As for that easy phrase " The men who died there have not died in vain," we may reserve judgment on its aptness, until we have examined the question of how much of the concessions and restraint conceded at Zürich and in London might have been yielded at an earlier stage in those bitter, tragic years.

Mr. Dulles—There cannot be on the world's face a political partisan so bitter but to-day his heart goes out to Mr. Dulles in sympathy and in profound admiration for his courage, integrity and sense of duty. Many in America and Britain, in free Europe and behind the Iron Curtain, East and West, South and North, have criticised his policies or condemned his obstinacy and judged him to have been a stumbling-block in the way of better relations with the U.S.S.R. British statesmen have been criticised for tagging along attached to his coat-tails. On the other hand, it should be remembered, he is not the head but an executive servant of an Administration, and as many critics approve his caution as condemn his obstinacy. In all conscience, too, he has unrivalled experience of negotiations and pacts with the Kremlin, and his critics should judge him a man well fitted to measure the length of the spoon necessary for supping with the Russians. But politics is one thing, humanity another, and there cannot be many alive to-day with hearts so hard and heads so cool that they do not honour the courage and tireless efforts of a world statesman who, constantly in ill-health and often in pain and anxiety, has never faltered, never refused to undertake at shortest notice a difficult assignment, and who has in the past years quite certainly sacrificed his health or his chances of complete recovery to his innumerable airborne journeys over the world's face in the cause for which the Western Alliance stands and fights. I fancy that a statistical record of the miles flown by Mr. Dulles over the past five years in the way of duty would be a convincing proof of his courage and sense of duty in his vitally responsible office and of the principal cause of his present illness.

" By Comparison with Other Walks of Life "—In 1955 the salaries of leading Civil Servants were adjusted to rising living costs. Now Lord Coleraine's Committee recommends another handsome adjustment. These high-ranking officials for four long years have felt frustration as they watched or abetted the raising of salaries of " almost everyone else ": £7,000 to £8,000 a year is proposed for the top-notch; £5,000 a year for his deputy, and so on. I suppose the Government may well wonder whether to implement the recommendations to-day might not start a redoubled drive all round for salary increases. It would certainly cause a sense of frustration in the breasts of those who are not " everybody else." The parson, for instance, or the schoolmaster—both key-men, at least in lip-service talk—are still on the £650-£900 scale. It is odd to reflect how short a time ago, a £2,000 a year post was a Civil Service plum—the solicitor to the Board of Inland Revenue, for example, and £3,000 per annum was reserved for the Treasury panjandrum. Odder still to reflect that if all these Civil Service chiefs drew their pre-war salaries to-day *tax-free*, they would be about as comfortable as they are or will be with increased salaries. Paying out with one hand and taking back with another costs a lot of labour from a great army of Civil Servants whose salaries must ever increase. And so the vicious circle races round. " Almost everybody else." This is surely a mighty overstatement, but I suppose it considered only those professions which " matter," the tycoons and the bureaucrats and the " workers " who help to balance the Budgets. Those who strive to balance the mind need not apply.

Libraries—and Their Contents—The Roberts Committee on the control of libraries was no doubt concerned with responsibility, organisation and finance. Otherwise the Report might strike some of us as Hamlet without the prince. Those who enjoy reading value a library for the possibilities shown on its shelves for education and recreation. Library services in little towns (especially seaside) were a centre of social life when Jane Austen visited Lyme or Sidmouth at the dawn of the nineteenth century, and no doubt their fare was largely three-decker novels. Now I suppose crime fiction fills the lion's share of space. There is a strong case for the Education Authority being responsible for the public libraries in towns where their schools lie, a natural and logical continuation school. The Committee, however, sympathises with the pioneers and would exempt from county jurisdiction those towns which desire to run or continue to run their own libraries, but only if they spend or are prepared to spend £5,000 a year (or 2s. a head of population) on buying books. This is modest enough set beside the Library Association's target of £22,000 for purchases alone, and considering the price of sound books to-day, £5,000 a year would not make freely available the 30s. and £2 books which are the prices of merit in biography and history. But there are small local libraries, with little to spend, which are running an admirable service due almost solely to the sympathy and competence of their librarians, and the Report does not neglect the point that the rate for the job deserves to be adjusted, whatever authority runs the show.

Television Hours—Is there no limit to the appetite of the viewing public ? Many people ask it as many people have asked that question about the listening public. In half the homes of England the talking-box is turned on at 8 a.m. by the housewife and by the " gurl " and switched off again at 10.30 p.m. There is no proof that they listen to it. On the contrary,



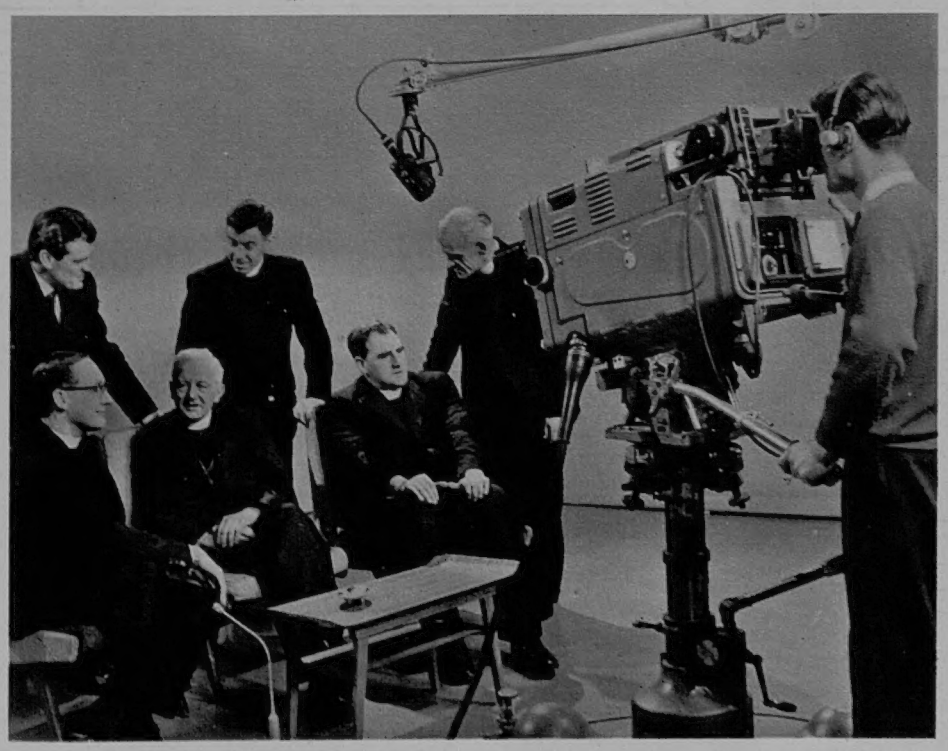
WEALTH: The Royal palace, looking out over The Mall, in capital. It has been the traditional home of the heir to the building, which will remain a Royal palace and will keep its wealth Prime Ministers, and for Commonwealth conferences.

BIGGIN HILL CHURCH NEARS COMPLETION: The Rev. Vivian Symons stands in front of the church in Kent which has been rebuilt from the fabric of the disused All Saints' Church in North Peckham. Mr. Symons has played a leading part in the demolition of the old church as well as in the building of the new one. The scaffolding is expected to be removed from the tower within the near future. The consecration of the church has been arranged for April 25.

they are often in another room on their lawful occasions, washing-up and dusting. It merely signifies that they feel lonely without noise in the house. As for viewing, they cannot both view and do all domestic chores without disaster to crockery and loss of efficiency. But the animated picture is showing for many hours and (it is justly said) is padded out with an incredible amount of rubbish (and—ye gods—repetition). When you have heard the weather report nine times repeated on various mediums in a single day, you may even begin to believe in its prophecies. Should there be a wider choice, a longer chance of viewing, in TV programmes? I am on the side of quality rather than quantity. But I have my favourites, like other men, and one man's meat is another man's sawdust; so perhaps I am being selfish and superior. It is the switch and not the programmes that demands priority control. There is still no knowledge worth the name but what you painfully dig out for yourself. These boxes give us merely cross-word education, forgotten as soon as heard or seen.

Vice Versa—A Lesson for Professors— A very proper and dignified reproof and pi-jaw was given out from the headmaster's study in Printing House Square to the "miscreant" Professor of Reading University who sponsored and encouraged the stunt and spoof about diamonds found in the Thames. Certainly Professor Allen told a pack of lies with a straight face to make a students' holiday, and succeeded in spoofing millions of people. As certainly, it was not a very dignified action by a university Professor. As *The Times* said: A rag or a hoax is one thing. A pack of lies deliberately and circumstantially put out is another. Even a grave senior may sometimes relax in a rag. But a professor of science in a red-brick university may fairly be held to let down the science and university "sides" if he carry his rag beyond moderation and use his reputation for knowledge as a means to deceive the public. *Quis custodiet?* was the obvious tag to bring out. The cry for technological education at the expense of the humanities is raised on all sides and encouraged by sober statesmen. But this incident convinces me there is still something to be said for "Greats." I don't see an Oxford Professor of Greek or Philosophy kicking over the traces in the spirit of carnival to that extent. It may be we shall be richer in a material way when technology has ousted the humanities from university curriculums, but, in the matter of dignity and spiritually, we may be a good deal poorer.

Speed it Up— The Americans are suddenly alive to the fact that there is a connection between young speed fiends in sports-cars and road casualties, and are devising measures. Here in Britain, on our sorry, narrow, twisting main and by-roads, our casualties are not negligible, and I confess I share some of the views recently expressed by Lady Graham-Little in the Press. In 1958, 300,000 of our citizens were killed on the roads or injured. I have never seen it satisfactorily argued that high speed is a *negligible* factor in road accidents. The speed fiend may himself be regarded as swift to react and skilful (Mike Hawthorn was); other road users whom he may meet or pass are entitled to use the roads without racing-driver qualifications. So are pedestrians. No doubt, it would be "unpopular" to limit the pleasures of young "sports-car" owners. It would be bad for trade to ban 100 m.p.h. "cruisers." All the same, I think that the money we allot to improving our road system should first be allocated to eliminating the twists and narrows and humps on what for decades will remain our main road system, on widening the country lanes now used by buses which to-day carry the passengers of our discarded local railway systems, and to spend no more on speed tracks until casualties fall by 20 per cent. at least. How much more practical to limit to 40 m.p.h. speed on our narrow by-roads than to advance to 40 m.p.h. speed on our London approaches. As for the "tolerance" of magistrates towards dangerous and careless driving, my own experience persuades me that, in the last few years, the scale of fines and imposition of suspensions have increased by 40 per cent.



TELEVISION SCHOOL FOR CLERGY: The first group of priests faces the cameras of A.B.C. Television in the studio in Birmingham, as part of an audition for a five-day course in basic television technique. All religious denominations are taking part in the scheme.

Marlborough House— Great sums of money have been spent on Marlborough House since Wren built it. It has been put to many uses as a Royal dower house, picture gallery, and what not. When settled on the Prince of Wales (Edward VII) it was "modernised," but there were few signs of "modernity" when it was again put in order for another Prince of Wales (Edward VIII) and he did not avail himself of the new amenities. Queen Mary in her turn did all that taste and money could achieve to make it a practicable residence, and no doubt Queen Elizabeth the Queen Mother would now adorn it if it could have been made an economic proposition. As a Royal residence, however, it must be judged a white elephant; and a great deal of money will again be spent on it to fit it for its new function. It is possible that when the present Prince of Wales is old enough to require a London establishment, he will not demand a new palace to be built for him but may prefer (as his great uncle did) smaller and more economical accommodation in one of the existing London palaces.

Deferred Preferred— In 1949, I found myself with £500 to invest. I took counsel with my bank and their brokers, for it was a serious matter to me. They made some suggestions which included the 4½ per cent. preferred ordinary shares of a sound investment trust. I chose this counter and still have it, receiving annually a gross £20 odd per annum from it. If in lieu of the preferred, I had chosen the deferred shares of this trust company, I should have received £55 by way of dividend within a few months. Some years later the company made a bonus issue of shares to the deferred shareholders. If I had sold some of my "rights" to the new shares in order to take up the balance, I should to-day hold enough deferred shares to produce an annual income of £203 from my outlay of £500 in 1949, as against £20 or so. This is not the first proof that preference or preferred ordinary shares fall between two stools. You have no security and you share in none of the plums of success. All you are assured is a limited first cut if the venture keeps its head above water. This discovery gives me a notion of how very pretty sit those investors who realised the advantages of sound investment trusts ten, twenty or thirty years ago, and plumped for investing all they could spare in deferred ordinary shares of well-managed investment trusts, even though they could not foresee the last decade's boom in equities. There must be many people to-day who over the last thirty years invested £5,000 in these counters and are to-day drawing £2,000 a year gross for what nowadays the most conservative banks recommend as good substitutes for gilt-edged.

THE OLD STAGER

MEETINGS IN MOSCOW

The Start of the Prime Minister's Russian Visit

Strictly speaking, Mr. Macmillan's journey to the Soviet Union is a diplomatic courtesy, being a return for the visit made to Britain by Mr. Khrushchev and Marshal Bulganin, then Soviet Prime Minister, in 1956. In all his statements before he flew to Moscow, the British Premier made it clear that he was hoping also to create a better atmosphere for understanding between West and East as a result of his tour. This aim obviously underlay his speech at the Kremlin banquet last Saturday when he warned of the dangers of "a war through miscalculation or muddle" and spoke of the need to "establish some basis of confidence." Most of his listeners interpreted his remarks as applying particularly to the current Berlin and German situation. The first two days were largely devoted to Anglo-Russian talks. On Monday, however, Mr. Macmillan started to meet the people by visiting Moscow State University. On Tuesday he was due at the nuclear research institute at Dubna and his itinerary on following days included attendance at the Bolshoi Ballet, and a visit to Kiev. This week-end he is expected in Leningrad. He returns to the Soviet capital on Monday for final talks with Mr. Khrushchev.

GREETINGS AT THE AIRPORT OF THE RUSSIAN CAPITAL : Mr. Macmillan and Mr. Khrushchev wave as they walk from the airport building. Mr. Macmillan is the first British Prime Minister to visit the Soviet Union in time of peace. The visits of Sir Winston Churchill were made during the war. No British Prime Minister, while in office, is recorded as having visited Czarist Russia.

A DISQUISITION ON THE VIRTUES OF SOFT DRINKS : At the start of their first talks in the Kremlin, Mr. Khrushchev extols Russian mineral waters to Mr. Macmillan and Mr. Selwyn Reilly, the British Ambassador in Moscow. On Mr. Khrushchev's left is Mr. Gromyko, the Soviet Foreign Minister. The Soviet Prime Minister was reported as having explained keep drinking down to moderate levels in the Soviet Union. Although no statement was issued after the talks, Mr. Macmillan's speech at the banquet shortly afterwards indicated

OFF TO A CHEERFUL START : Mr. Macmillan sips his mineral water with apparent appreciation. Mr. Selwyn Lloyd seems to have enjoyed his non-alcoholic refreshment and Mr. Khrushchev beams his pleasure. On the following day the British and Soviet leaders went to a villa at Semyonov, outside Moscow, where they continued their talks and walked in the grounds.

yd. Beyond the Foreign Secretary is sitting Sir Patrick his visitors that he was having " a little struggle " to t both sides sought common ground for discussions.

WELCOME TO THE KREMLIN : Mr. Khrushchev ushers his guests into the headquarters of the government of the Soviet Union. Talks took place there on Saturday, the day of their arrival, and last Monday. For the rest of the week Mr. Macmillan was due to carry out a crowded programme in and outside Moscow. He is to return to London next Tuesday (March 3).

THE CYPRUS CONFERENCE IN SESSION : In Lancaster House in London are the delegations representing the British, Turkish and Greek Governments and the Greek and Turkish Cypriots. In the foreground, with his back to the camera, is Archbishop Makarios, with Mr. Z. Rossides (left) and Mr. Chrysafimos. Left of the table are, from left, Mr. Lennox-Boyd, Mr. Selwyn Lloyd and Sir Hugh Foot. Facing Makarios are Mr. Denktash, Dr. Kutchuk and Mr. Osman Orek. Right (background) are Mr. Birgi, the Turkish Ambassador, and Mr. Zorlu, the Turkish Foreign Minister. Foreground (right) are Mr. Seferiades, the Greek Ambassador, and Mr. Averoff, the Greek Foreign Minister.

INDEPENDENCE FOR CYPRUS

A Three-Power Agreement is Signed in London; Ensuing Scenes in London and Cyprus

At the London Clinic where the Turkish Prime Minister, Mr. Menderes, was recovering from his air accident, the Prime Ministers of Britain, Greece and Turkey signed the long awaited agreement. It was based on the discussions which took place previously at Zürich between the heads of the Greek and Turkish Governments. Mr. Macmillan, speaking in the House of Commons, said " No party to it has suffered a defeat." British requirements have been satisfied—two areas will be retained under full British sovereignty, with such rights as are necessary to ensure their effective use as military bases. It was believed that details of a final settlement would be worked out by the end of this year and that a single national assembly would be provided in which Greeks and Turks would be represented in the proportion of seventy to thirty. On the island there were signs that Archbishop Makarios no longer was the undisputed leader of the Greek Cypriots, some of whom felt too many concessions had been made to the Turkish minority. (*John Connell writes on the Cyprus agreement—page 321*).

HAILED AS " NIKEPHOROS, BRINGER OF VICTORY " : Archbishop Makarios speaks to a packed congregation at a service in All Saints Greek Orthodox Church in Camden Town, London. In his first address after the agreement, the Archbishop showed he took it as a triumph. About 2,500 people were in the church.

DETAINEES RELEASED IN CYPRUS : A bus carrying released Cypriots is cheered by the crowds in Nicosia. This is one of the first pictures by wire from Cyprus after the detention camps were closed.

THE NEWS IN PICTURES

MINERS ON STRIKE IN BELGIUM: Coal miners, carrying placards, march through the streets of Mons in an attempt to bring out more workers in their support. Many mines, which were stated to be inefficient and old, have been closed throughout Belgium.

ACTION AGAINST THE DEMONSTRATORS IN MONS: Police fire tear-gas bombs and a fire engine sprays a jet of water on miners in the main town of the south Belgium coal-mining district. It was reported that demonstrators attempted to attack the local prison in which some of their number had been incarcerated. Police authorities said the riots were soon broken up. Many of the miners threatened to march on Brussels to protest against the closure of the mines. The situation results from the establishment in 1952 of the European Coal and Steel Community as a precursor of the Common Market. As a result of this, Belgium was not able to prevent cheaper coal being imported from Germany and Holland and was forced to close some of the mines.

LAST RITES FOR THE LATE AGA KHAN: Aga Khan IV (centre foreground) and his uncle, Prince Sadruddin Khan (right), help to carry the bier of the late Aga Khan III to his last resting-place in a new mausoleum which stands on a hill opposite Aswan, on the banks of the Nile, in Upper Egypt. Since his death in 1957 the body of the late Aga Khan has rested at his nearby villa. For the last journey to the mausoleum the body was carried in a litter draped with silk and gold lace. The interment ceremony was attended by more than 2,000 Ismailis.

On left—

MEETING IN CAIRO: President Nasser of the U.A.R. is seen with Prince Karim Aga Khan IV (right), the leader of the Ismaili Sect of the Muslims, at the Presidential residence in Cairo. The Aga Khan was in Egypt to attend the final ceremonies of his grandfather's funeral. At the same time, there were celebrations in the capital of the first anniversary of the U.A.R. Also in Cairo, on a State visit, was Marshal Tito, on the way home from his Afro-Asian tour. Later, he flew to Damascus to see the first redistribution of land under the Syrian land reform programme.

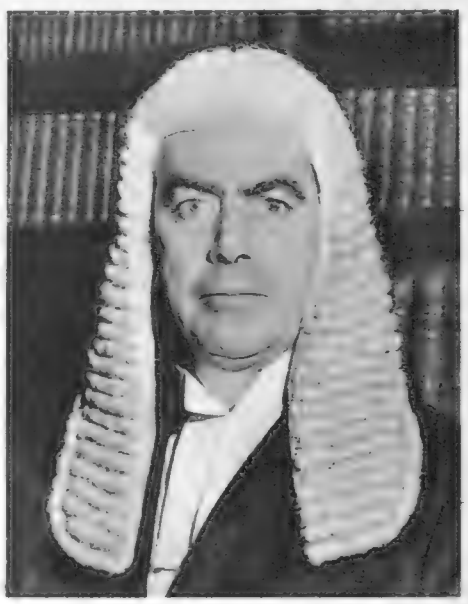
A TRAGIC AND UNTIMELY ACCIDENT: The band of the Grenadier Guards plays the Turkish National Anthem outside the Turkish Embassy in Belgrave Square in London during a ceremony of remembrance for fifteen members of the Turkish delegation who died in the air crash near Gatwick Airport. *Right*—Experts examine the pile of twisted wreckage, the remains of the Viscount airliner of Turkish Air Lines. In fog, the airliner, which was bringing Mr. Menderes, the Turkish Prime Minister, and members of his party to London for the talks on Cyprus, crashed about 3½ miles from Gatwick. It struck a clump of trees and its wings were torn off as the fuselage was telescoped. Mr. Menderes was taken to the London Clinic to recover from the accident. Mr. Watkinson, Minister of Transport and Civil Aviation, said that the Turkish Government had asked for a full inquiry with which they should be associated. A British aircraft later took the bodies of those who died to Turkey.

THE NEWS IN PICTURES

A MEETING IN MEXICO: Between President Lopez Mateos, of Mexico, and President Eisenhower, in Acapulco, is Sir Anthony Eden. The former British Prime Minister, who is spending a holiday near Acapulco, had been invited to the dinner given by President Mateos in honour of the State visit to Mexico of Mr. Eisenhower. This was the first occasion that Sir Anthony and President Eisenhower had met since the Suez crisis and the former's retirement from the Premiership owing to illness.

On right—

THE SPEAKER TO RETIRE: Mr. W. S. Morrison has announced that he will not stand as a candidate at the next General Election. He has been M.P. for Cirencester and Tewkesbury since 1929 and Speaker of the House of Commons since October, 1951. In a statement to the House last week Mr. Morrison said that his medical advisers had told him he would be unwise to undertake the work of another Parliament. "From what they say, however," he continued, "I appear to be as sound in wind and limb as a man of my age has any right to expect. . . . The infirmity of which I am personally conscious is a slight difficulty in hearing." Mr. Morrison, who is aged sixty-five, is to continue in office for the remainder of this Parliament. Between 1936 and 1945 he was Minister of Agriculture and Fisheries; Chancellor of the Duchy of Lancaster; Minister of Food; Postmaster-General and Minister of Town and Country Planning.



RETURNING TO THEIR HOMELAND: A party of Greek women and children passes the border at Kakavia from Albania into Greece. They were being handed over to a Greek Red Cross Committee for repatriation by the Albanian authorities. The Greeks were some of a group of their nationality which is reported to have been kidnapped and taken into Albania by Communist guerillas during the Greek civil war of 1945. After thirteen years they have been repatriated. A special organisation has been set up by the Greek Government to welcome them back to their homeland and ensure their resettlement.

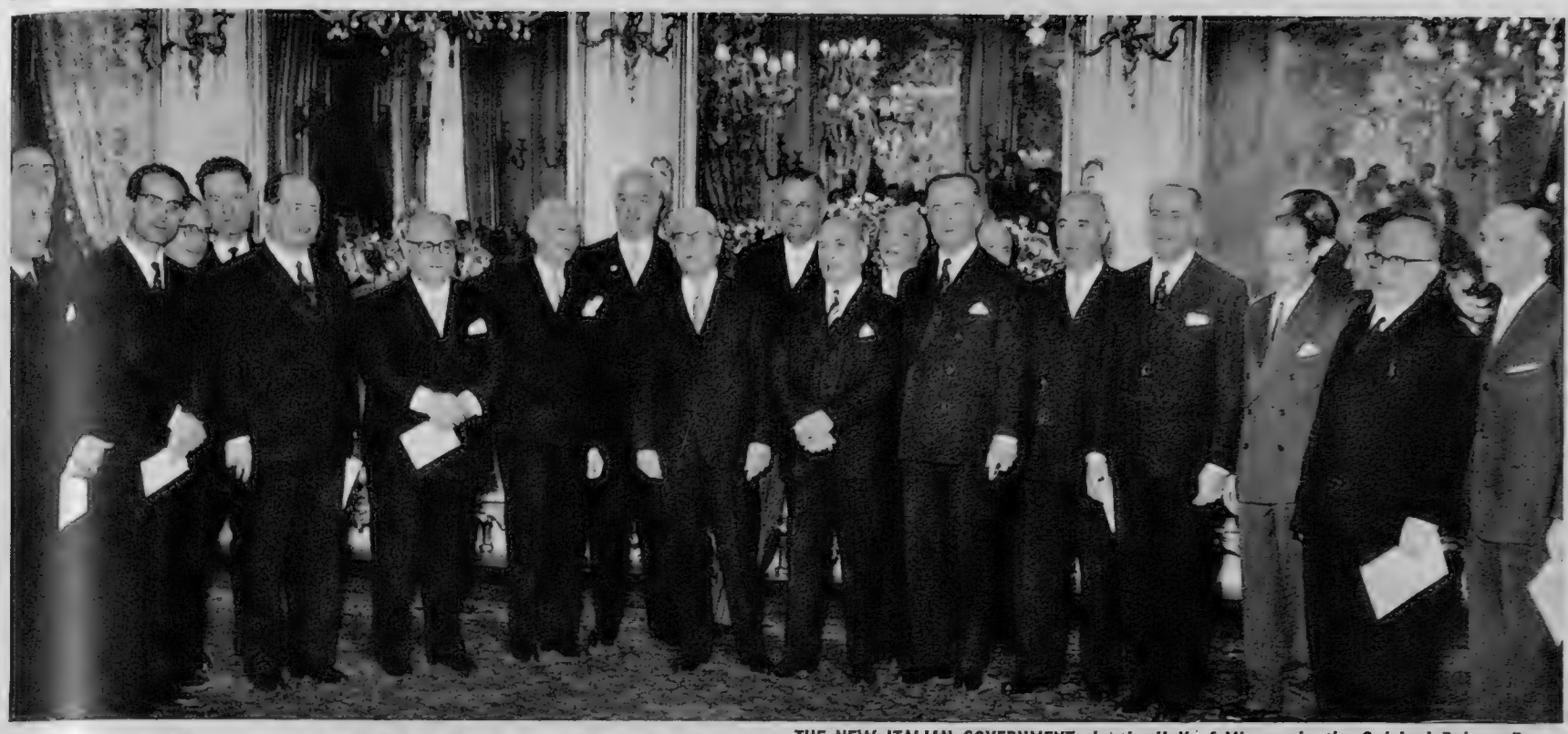
On right—

THE NEW FRENCH CURRENCY: At the mint in Paris a member of the staff works on a machine producing "heavy" francs. This is the new currency (one "heavy" equalling 100 old francs) which was announced under the French financial reforms at the end of last year.

A PREHISTORIC ELEPHANT UNEARTHED NEAR ROME: Children playing on the western outskirts of the Italian capital found the skull on the site on a new road. A bulldozer damaged the 10-ft.-long ivory tusks. Professor D'Amico, of the Rome Superintendency of Antiquities, said that the find was of "great importance." It was believed to be part of the skeleton of a mammoth or giant elephant and that it was at least 1,000,000 years old.

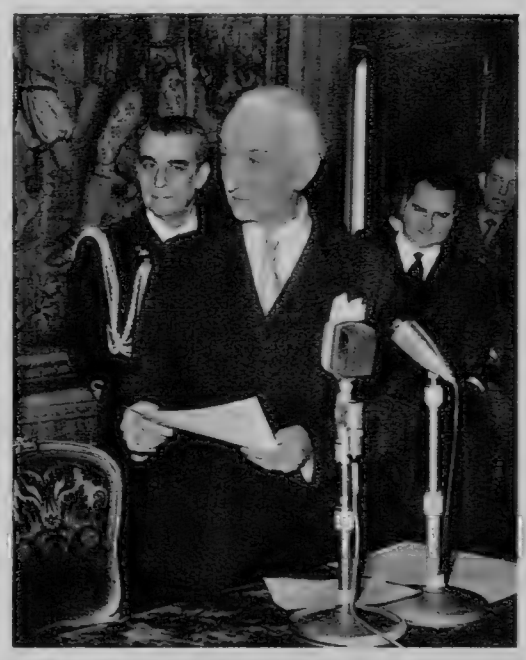
ANOTHER PREHISTORIC ELEPHANT FOUND NEAR MADRID: Archæologists clear the earth away from the tusks of the skeleton head dug up by workmen on a housing site some four miles from the Spanish capital. The find was described by the Director of the Madrid Institute of Archæology as the most important of its kind for fifty years. It was believed to have been the skeleton of a young cow, of vast proportions, drowned approximately 80,000 years ago when the Manzanares Valley was flooded. Smooth river-bed pebbles were found in the nasal passages. The skeleton was conserved before it was removed.

THE NEWS IN PICTURES



THE NEW ITALIAN GOVERNMENT: In the Hall of Mirrors in the Quirinal Palace, Rome, after the swearing-in ceremony, are members of the Cabinet announced by Signor Segni, the Prime Minister. From left to right are A. R. Jervolino (Merchant Marine); D. del Bo (Foreign Trade); E. Colombo (Industry and Commerce); M. Rumor (Agriculture); B. Zaccagnini (Labour); G. Togni (Public Works); G. Gonella (Justice); A. Segni (Prime Minister and Interior); A. Angelini (Transport); President Gronchi; U. Tupini (Without Portfolio, Tourism and Sport); G. Bettiol (Relations between Government and Parliament); G. Spataro (Posts and Telegraphs); G. Pella (Foreign Affairs); P. E. Taviani (Finance); G. Bo (Reform of the Bureaucracy); G. Medici (Public Instruction); F. Tambroni (Budget and *ad interim* Treasury); G. Pastore (Southern Development Fund); and (extreme right in light suit) C. Giradina (Health). The new Cabinet is drawn entirely from the Christian Democrat Party, which does not have a majority in the Chamber. It will rely on the promised support of the Liberals and the two Monarchist parties. Compared with the last administration, that led by Signor Fanfani, the new Government marks a swing to the right. The Social Democrats, who were partners in the last Administration led by Signor Fanfani, have gone into opposition. It seemed that inside the Christian Democrat Party the right wing was favoured.

PRESIDENT DE GAULLE'S TOUR OF SOUTH-WESTERN FRANCE: At Tarbes, in the Hautes-Pyrénées, General de Gaulle watches a champion stallion donkey being led past during a parade of animals at the Tarbes National Stud Farm. The French President's reception by crowds who thronged the route of his four-day tour suggested that his own prestige and popularity are still high despite the discontent aroused by the austerity measures. The Government's economic policy has caused much grumbling among ex-servicemen, farmers and trade unionists. According to informed circles in France, this has not led to any demonstrations, although wine interests in the south-west threatened to boycott the municipal elections.



THE NEW ITALIAN PRIME MINISTER: Signor Segni announces his Ministers for the new Government. He was Prime Minister from 1955 to 1957 and once described himself as a "moderate pessimist."

APPEALING FOR THE ABOLITION OF ENTERTAINMENT TAX ON CINEMAS: Sir Alec Guinness (right) and John Gregson are seen at the St. Stephen's Entrance to the House of Commons. A group of film actors, which also included Felix Aylmer, Peggy Cummins and Anna Neagle, were in the delegation which met M.P.s in the Scottish Grand Committee Room, off Westminster Hall. They took with them a film which demonstrated that the cinema was the only entertainment of its kind now subjected to the tax. Unless it were removed, more than half the cinemas in Britain would be running at a loss and many would be forced to close. It has been estimated that British films earn about £3,500,000 a year in foreign currency.

THE OPENING OF PONDERS END LOCK: On board the Lee barge *Whitelady* is Sir Reginald Kerr, General Manager of British Waterways (third from left), at the opening of the new lock between the Thames and Enfield on the Lee Navigation. The *Whitelady* was the first vessel to pass through the lock which is the first major project completed in the scheme, costing £864,000, to improve the waterway. The opening of the lock will enable carriers to use the largest craft they possess on the heavily-industrialised section. A large-scale development programme was announced in 1956 for improving the principal inland waterways of the British Transport Commission. This programme is now well under way.

THE NEWS IN PICTURES

EXODUS FROM RUMANIA: Jewish immigrants on their way to Israel arrive by train in Vienna. They had come from Rumania. According to recent reports, thousands of Jews are coming out of Rumania every month to emigrate to Israel. Most of those passing through the capital of Austria spend a few days there before proceeding on their journey. There has been a marked exodus of Jews from several of the Iron Curtain countries. Available statistics show that the highest proportion come from Rumania.

A PASSING-OUT PARADE IN ISRAEL: Two young naval officers stand together at the ceremony at the Israeli Naval Academy at Acre. A feature of the Israeli Armed Services is that women play an equal part with men. During the famous Sinai Campaign of 1956, in which the Israelis routed the Egyptians in a matter of days, the women had a considerable share in the victory.

On right—

HAND-OVER IN MALAYA: Tunku Abdul Rahman (right) and Dato' Abdul Razak pray together at the opening of an extraordinary meeting of the United Malay National Organisation in Kuala Lumpur. At the meeting Tunku Abdul announced his resignation from the Premiership of the Federation, so that he could concentrate on the coming general elections in August. Dato' Abdul Razak became Acting Premier and will be formally confirmed in this office in April.

PRECAUTIONS ON THE ARRIVAL OF GUIDED MISSILES IN GERMANY: British military guards stand behind the closed entrance to the airfield at Dortmund-Brackel, in West Germany. Extra precautions had been taken because a unit of Vanguard rockets was due to arrive and there had been local protests. In order to avoid trouble the unit was transported by special arrangements to the airfield. There were no demonstrations.

DR. CASTRO BECOMES PRIME MINISTER OF CUBA: In Havana, President Urrutia (left) watches Dr. Fidel Castro sign the document by which he formally succeeded Miro Cardona (centre, arms folded) as Prime Minister. The Cuban leader, on leave of absence as C.-in-C. of the Armed Forces, emphasised that his main aim was to promote a programme of economic reform, part agrarian and part industrial. Among the items mentioned were plans for lowering rents, increasing pay, and the start of a huge housing programme. At the first meeting of the Cabinet presided over by Dr. Castro, a 50 per cent. reduction in ministers' salaries was agreed on.

A TRIAL IN A DIFFERENT SETTING: Wearing blue denim prison overalls, ex-Major Jesus Sosa Blanco sits on a bench in a small crowded courtroom during the retrial ordered by Dr. Castro. The first trial was held in front of many thousands of vociferous spectators in the sports arena in Havana. He was condemned to death at the first and second trials, after he had been charged with torturing and killing 108 people, burning houses, farms and crops, and robbing people during the regime of the former President Batista. He appealed against the second conviction but lost. It was later confirmed that he had been executed by a firing squad.

World Affairs

DIPLOMACY BY DRAMA

By JOHN CONNELL

STUDENTS of twentieth-century diplomacy, I imagine, are likely to be as fascinated by the history of the Zürich and London discussions on Cyprus as they are by, say, Locarno or Munich. Here is a classic example of diplomatic negotiations on an issue of the utmost importance, both in prestige and in practice, to all concerned, conducted under extreme pressure and at high speed, and in circumstances of high, symbolical drama. Here is a great and complex clash of wills, of national aspirations and personal ambitions. The tempo is relentless; individuals move as if driven on, through fatigue and bewilderment, by some unyielding impulse of destiny, greater than themselves and outside their control. They smile and wave at the television cameras; they sit down and read their prepared statements; their advisers and admirers scurry around them. There are high hopes and sudden and grievous setbacks. There is darkness and fog and death. At the very end there is agreement. And all this is at the pace not of the wagon-lit and the Channel packet of our predecessors, but of the jet aircraft, whining and growling in the thin upper air.

When I was a young man I was, for some years, an apprentice dramatic critic. Then one day my Editor gave me a Press Gallery ticket for the House of Commons; and I discovered, as a spectator and commentator, the immense, insistent drama of politics. I heard Sam Hoare and Baldwin and Austen Chamberlain speak in the great debate in December 1935 after Hoare's resignation. I heard Winston Churchill bayed down when he pleaded for time in which King Edward VIII might reach his final decision. I learned that this is the stuff of which human life is made, and that the theatre, for all its charm and poetry, is tinsel; and as a collateral result, I suppose, I turned eventually from writing novels to trying to write political and diplomatic history.

Awareness and appreciation of the drama of diplomacy used to be confined to a relatively small circle. The ordinary man, if he could spare the time, stood patiently at the corner of Downing Street and caught, after hours of waiting, a brief and fleeting glimpse of one or two of the participants as they hurried from the doorstep to the car. Nowadays, the comings and goings of statesmen and their advisers are far more frequent and rapid than they were in my young manhood; but the television camera and the microphone are there, at each end of the journey, to bring the voyaging V.I.P. into full and detailed perspective, verbally and visually, by every licence-holder's fireside: the measured hesitations of Sir Hugh Foot, and the sudden explosive force of the word "miracle"; the fluent, heavily-accented and curiously parrotlike platitudes of Archbishop Makarios; the contrasting yet convincing sincerity of M. Averoff and Mr. Zorlu.

They add formidably to the already weighty pile of documentation which the historian must consider; but the hours in the museum of innumerable playbacks will become for him as much a part of his disciplined routine as the scrupulous study of the minutes, the memoranda, the despatches and the yellowed, fraying Press cuttings. They are, it may be said, merely superficial manifestations, part of the apparatus of public relations. Yet they are among the essential conditioning factors of contemporary diplomacy; they are indeed important weapons in the armoury of the diplomatists themselves.

For diplomacy nowadays, whether we like it or not (I happen to dislike it a great deal), has become almost entirely a matter of "Diplomacy by Conference"—the name which Sir Harold Nicolson gave it more than a quarter of a century ago. I agree completely with Sir Harold's assessment: "Nothing could be more fatal than the habit (the at present persistent and pernicious habit) of personal contact between the Statesmen of the World." But we have to learn to live with the world as it is; and the world as it is has a stubborn and passionate addiction for the habit of "Diplomacy by Conference." The habit originated during and after the First World War; and it had its roots in the belief, held as enthusiastically by the heads of totalitarian States as by the elected leaders of mass-suffrage democracy, that diplomacy is much too serious a business to be left to the professional diplomatists—a corollary, of course, of the earlier theorem that war is far too serious a business to be left to the professional soldiers.

The repeated carrying out of this proposition in practice is very flattering to the self-esteem of the demagogues, and it adds to the spectacular side of the drama of politics; but it makes negotiation a great deal more imprecise than it used to be, and therefore far less effective. Of this trend and of its results the story of this month's negotiations over the Cyprus problem offers, as I have indicated, a classic example. I can hardly conceive the distaste, amounting almost to horror, which it must arouse in the breast of anyone nurtured, as Sir Harold Nicolson was, in the precepts of an older, more civilised school.

Archbishop Makarios is the Slippery Anne of contemporary international politics. The whole episode, from its quiet, little-publicised beginnings in Zürich to its melodramatic climax at Lancaster House along the corridors of the Dorchester and in the House of Commons, could be summed up in the phrase: three Governments in search of Makarios. The Archbishop, his retinue of loquacious, quarrelsome and fire-eating advisers, and, of course, the taciturn Grivas in his mountain fastness in the island itself, were from the outset the unknown and the unpredictable factors in the whole situation.

Throughout last Tuesday's session at Lancaster House, Makarios carefully refrained from exposing his hand. Mr. Selwyn Lloyd, in his accustomed dry, brisk manner (those who regard precision as the prime essential quality in a diplomatist should pay a little more attention than they usually do to Mr. Lloyd—they might improve their opinion of him a good deal) opened with a clear statement of what, in the British view, ought to be the four basic principles in any agreement that was to be reached:

(i) that the strategic needs of the British Government should be clearly met in a manner which could not later be challenged;

AFTER THE SIGNING OF THE CYPRUS PACT: Mr. Macmillan and Mr. Karamanlis, the Greek Prime Minister, shake hands outside the London Clinic. They had gone to visit Mr. Menderes, the Turkish Prime Minister, who was taken there after his air crash, and signed with him the agreement over the island. On right is Mr. Zorlu, Turkey's Foreign Minister.

(ii) that there should be a reconciliation between the Greek and Turkish Cypriot communities;
(iii) that there should be a revival of friendship between Greece and Turkey; and
(iv) that the Cypriots should be given an opportunity to develop their institutions.

The important fact about this affirmation was that it was immediately welcomed by both the Greek and Turkish Foreign Ministers, who went on to add that their Governments intended to stand by the Zürich agreements. Archbishop Makarios and Dr. Kutchuk, the Turkish Cypriot leader, both made it significantly clear that they reserved their positions; and it was guardedly agreed that the Greek Cypriot and the Turkish Cypriot delegations should meet in the afternoon.

In the rapidly thickening fog just before five o'clock that same evening, the Turkish Viscount aircraft bringing Mr. Menderes and his party to London crashed just outside Gatwick Airport. Wednesday—with Mr. Menderes recovering from the shock in the London Clinic (one is compelled to ask: how real or deep is the "recovery" afforded by 24 hours' rest after so harrowing an experience?)—was a day of sorrow, confusion and rumour. It emerged fairly soon that the Archbishop regarded (or his advisers forced him to regard) the Zürich agreement not as an end but as a beginning, and that he proposed to use its conclusions as bargaining counters in a new round of negotiations. He would reject some, he would change others, he would improve his own position (which had been notably diminished by the Greek Government negotiating behind his back and over his head). Such an attitude—though almost everyone with any knowledge of Cyprus to whom I talked at this time was unshakable in his belief that this was the attitude which the Archbishop would adopt—was not at all to the liking of the three Governments or of Dr. Kutchuk. Tempers rose; and by Wednesday night, when there was an unexpected meeting of the conference and a totally non-committal communiqué thereafter, the Greek Government was letting it be known that, in their view, if the London conference broke down, the responsibility would be Makarios's.

Was he prepared and ready to shoulder that responsibility? That was his calculated risk on Thursday morning, with the conference due to assemble again, with a Foreign Affairs debate arranged in the House of Commons for that afternoon and with the British Prime Minister and Foreign Secretary, their staffs, and a spectacular and fur-hatted assembly of journalists prepared to set off for Moscow within forty-eight hours. He had been subjected to a great deal of pressure. Sir Hugh Foot had a go at him—a conversation on which I should have dearly liked to eavesdrop. M. Averoff had talked to him with, so it was believed, great candour and severity.

By the time the House met at half-past two on Thursday there were rumours, which had strengthened throughout the morning, that the Archbishop's obstinacy was about to crack: he was going to quit stalling. "Cyprus Peace Hopes," said the newspaper bills; but there were no crowds near Lancaster House or at the corner of Downing Street; and there was not even a queue for the public gallery. Perhaps ordinary people are beginning to realise—and to put their realisation comfortably into effect—that you can see it all on the telly in the evening, with beer and sandwiches and a cosy glow from the fire. Mr. Butler apologised for the absence of both the Prime Minister and the Foreign Secretary, and indicated that if all were to go well Mr. Macmillan would intervene and make a statement on Cyprus at seven o'clock; if negotiations were protracted he would make the statement later. Mr. Gaitskell accepted the apologies, pointed out that his right honourable friend the Member for Ebbw Vale was laid low with influenza, and embarked on a dull and mainly uncontroversial address to a House not nearly half full.

At a minute or two after five o'clock the flash was on the tapes in newspaper offices: Cyprus Agreement Signed—in Mr. Menderes's room at the London Clinic, it was revealed. Diplomatic cocktail parties buzzed with cheerfulness. The word went round that the Greek Embassy was going to hold open house, with Makarios on parade. The spectacle was being played to a happy end. Makarios, said the knowledgeable, would be the first Archbishop-President of the independent Republic of Cyprus. The Turkish minority would have 30 per cent. of the seats in the legislature and certain powers of veto. The whole process of the transfer of power would be accomplished in from six to twelve months. The pattern of the play was dignified and shapely; but, looking back over four years and remembering some of the young dead who came home no more, I wonder if it was all worth while and whether there is not some better—even if less dramatic—way in which to reach the same end.

A JEEP THAT FLIES: A prototype Piasecki 59-K Flying Jeep hovers just above the ground during tests at the firm's airfield near Philadelphia, U.S.A. The new type of vertical take-off aircraft is designated VZ-8P by the U.S. Army, for whom it is being developed. Lift comes from two horizontal, three-blade rotors enclosed in circular ducts (the black circles in the picture), one in front of the pilot and the other behind. The rotors are completely shielded and are driven by two 180-h.p. Lycoming engines. The shafts of these are arranged so that either engine can drive both rotors should one fail. The first of two prototypes built under an Army contract flew at the end of last year. The model is intended for observation duties and is designed to fly close to the ground, taking advantage of whatever natural cover there is. It is claimed that it is also capable of flying over the highest mountainous terrain in the States and that it has a forward speed of 150 m.p.h. Piasecki have announced plans of a civilian version of the Flying Jeep which would have powered wheels for travel on the ground, an enclosed cabin seating four people, and safety grilles over the rotors. This version is known as the Sky-Car.

AVIATION DEVELOPMENTS

New American Aircraft; a Helicopter in St. Peter's Square, Rome

A MULTI-PURPOSE LIGHTWEIGHT JET FIGHTER: *Above* and *right* are two views of a mockup of the Northrop N-156F at the plant in California. The U.S. Department of Defence announced recently that the U.S.A.F. was to begin negotiations with Northrop for a contract to develop a lightweight fighter—the N-156F—for possible use by the air forces of allied countries. It is developed from the Northrop T-38 supersonic basic trainer and is designed for a variety of missions, chief of which is the ability to deliver guided weapons and bombs. Operating from short and relatively unprepared airstrips and airfields, the aircraft was planned to exploit advances in engines of high weight to thrust ratio. It is very light and relatively cheap to produce and maintain.

ONE OF THE NEW GENERATION OF AIRLINERS: A Convair 880 medium-sized jet airliner takes off on its maiden flight at the airfield in San Diego, California. It is destined for Swissair and Scandinavian Airlines System after an intensive testing programme. The companies have signed a contract for five of these very fast—about 615 m.p.h.—medium- to long-range jet airliners, and delivery is due in the latter part of 1960. S.A.S. and Swissair recently signed a joint maintenance agreement covering loans of Convair 880's and the French-built Caravelle

DESIGNED TO TEST MODERN WEAPON SYSTEMS: A Radioplane XQ-4 is launched from a Boeing 50. The XQ-4 is a supersonic target drone developed to test the performance of U.S.A.F. weapon systems against supersonic aircraft and missiles. It is designed to exceed the performance of currently-operational target drones and has a speed of over mach 1. Launched from the air, it is recovered by means of a three-stage parachute. About 35 ft. long, it is powered by a Westinghouse J81 turbojet slung underneath the fuselage. Controlled by radar, the drone has provision for the accommodation of special tracking, scoring and photographic or television reconnaissance equipment. A number of successful test flights have been made and an advanced version—XQ-4A—is being developed. Radioplane is a division of Northrop.

HELICOPTER IN ST. PETER'S SQUARE, ROME: A crowd watches a Vertol 44 twin-engined helicopter about to land in the square. After a demonstration flight the aircraft was blessed by Pope John XXIII. The helicopter has rubberised fabric floats fitted above its wheels and a watertight lower fuselage to permit landing on water. The Vertol 44 can seat fifteen passengers, and has a range of about 280 miles. There are plans to operate inter-city helicopter services in Italy and a helicopter landing ground is being built in Milan.

SHEFFIELD'S MEN OF WISDOM

Members of the Ancient Town Trust Have Played a Great Part in the Development of the Yorkshire City

By BRIAN VESEY-FITZGERALD

SHEFFIELD is the largest town in Yorkshire—it is only just in Yorkshire, by the way—and, I suspect, the most prosperous. It is the great steel town of Britain, for in addition to producing steel for general purposes it manufactures many special steels, such as permanent magnet steel and heat- and acid-resisting steels, most of which were invented by Sheffield men in Sheffield laboratories and works. There are plate mills and rolling mills and wire mills, which produce an enormous variety of high-grade mechanical components; and it is known all over the world for its cutlery industry (especially for its knives, which were already famous in the time of Chaucer) and for " Sheffield Plate," which has long since given place to electro-plate. But Sheffield is not only a steel town. There is coal mining and type-founding; and it makes a famous snuff and brews some very passable beer.

It is a highly industrialised town and, as such, it is not a prepossessing place on a first visit. There can be few more depressing walks in Britain than that between its two main-line stations, and the confident assertion of the porters at both stations that it takes only five minutes is so far from the truth that at the end of a quarter of an hour, lugging a suitcase along cold, drab and dirty streets, one has formed a somewhat hostile view of Sheffield and Sheffielders. On the other hand, the police —Sheffield is not an easy town to drive through if you are a stranger—are among the most courteous and helpful that I have yet met. This is also true of the bus crews (many of the conductors are coloured), but it is not always so easy to get information from a passer-by. Not that the Sheffielder is rude: he is just too busy making money or spending it.

Architecturally, the town does not differ very much from any other northern industrial town. The " working-class " districts are what one would expect; nineteenth-century " industrial " (an uninspiring memorial to the greed of man) externally. But, here at least, the external appearance is misleading; internally, since they now house very highly-paid workers, they are as smart and as comfortably furnished as the richer parts of Golders Green. The shopping centre is " modern commercial," smart, enticing, uniform: the suburbs very much as suburbs anywhere else, though the hilly nature of the town has given them a character of their own, despite the efforts of the builders to achieve uniformity. But there are some fine buildings in Sheffield; notably the Town Hall, the Cutlers' Hall, the City Hall, the Graves Art Gallery and the Central Library. These are fitting memorials to a deep civic pride. The last two are also evidence of the very real concern of the Sheffielder in culture. The Central Library is technically one of the best, as well as one of the most thoroughly used, in Britain. The average Sheffielder, it seems to me, is widely read and curious minded. To lecture in Sheffield (and I have done so on several occasions) is a most invigorating experience.

Yet none of this is, perhaps, altogether unusual in the industrial north. You will find the same civic pride, though not always the deep interest in cultural matters, in many another industrial town. Yet I think that Sheffield is unique, and not only among industrial towns, in the vitality of its history. This is something you would not suspect from a tour of the town, for there are virtually no buildings of historical importance left standing. It is only when you read such a book as the *Sheffield Town Trust*, by Edward Bramley, that you realise that Sheffield has something which is probably unique in all Britain. Actually, Dr. Bramley's book covers the history of the Burgery of Sheffield (which is commonly called the Town Trust) only from 1848 to 1955, the earlier history (from 1297 to 1848) having been covered by John Daniel Leader in his *The Records of the Burgery of Sheffield*, which I have not, I regret to say, had the opportunity of reading.

LOOKING DOWN ON SHEFFIELD'S CITY CENTRE: Towards the right centre in this picture by Aerofilms are the Town Hall, with its 180-ft. tower, and St. Paul's Garden. Beyond the Town Hall, to the left, are the Central Library and Graves Art Gallery opened in 1934. In the bottom left corner is the Cathedral Church of St. Peter and St. Paul.

The Town Trust of Sheffield is the oldest institution in Sheffield by a very long way, but it must also be one of the oldest institutions in Britain, since it dates back to 1297, when Thomas de Furnival granted it a charter, and has been a vital force in the affairs of the town ever since. Lord de Furnival, who married a niece of Simon de Montfort, held his lands direct from the Crown. In those days it was the custom for the body of tenants to have certain common lands reserved for their use, for which they paid their Lord with homage and fealty. Lord de Furnival preferred hard cash. He granted these lands to his tenants as a community in return for the sum of £3 8s. 9¼d. per annum, payable in two instalments, at midsummer and at Christmas.

In return for this sum Lord de Furnival, for his part, undertook that the lands should be freehold, that he would provide a court of justice every three weeks, that fines and punishments should be proportionate to the offence, that there should be trial by jury, and that the tenants should have the right to move freely without toll or hindrance throughout the whole of Hallamshire. For those days it was a quite remarkably democratic document. But the point that interests me particularly is the use of the term Hallamshire, for it would seem to imply that the area had then a definite entity and was recognised as something distinct from Yorkshire.

The original Charter is still in existence; rather luckily as it happens. For on one occasion it was lent to an educational congress for an exhibition, and, afterwards, when the stalls were being cleared, it got swept away with a lot of brown paper. Fortunately, one of the charladies, feeling something hard in the waste-paper she was collecting, pulled it out and found that it was the Charter with the Seal attached. Now, it is not allowed out of the Court House under any circumstances and is insured for £10,000. A translation of the thirteenth-century Latin is given in Dr. Bramley's book. It would not be an exaggeration to say that this Charter was as important to Sheffield as Magna Carta was to England.

Yet, oddly enough, the Town Trust is little known in Sheffield generally. I only know about it myself, because the present Town Collector (who is the Chairman of the Trustees), Mr. William Wilkinson Wood, is a friend of mine. But then I am a stranger, and would not be expected to know anything about the Town Trust at all except through some such connection as this. But it is strange that many Sheffielders—and I have talked to many about it—should know little or nothing about the Town Trust, when one remembers the intense pride of the Sheffielder in his town. Most of them, when they hear that there is such an institution, are immensely interested, and immediately ask what it does, which is the sort of question that a stranger cannot answer, but which Dr. Bramley answers very fully in his book.

What the Town Trust has done in the past is to make Sheffield. That may well seem to be an outrageous statement to make about a little-known institution, when it is well known that Sheffield possesses the full panoply of local government. But the fact is that Sheffield was not incorporated until 1843 (by which time it already had a considerable population), so it is evident that somebody must have done something during the centuries from 1297 to develop it and keep it habitable. This work was done principally by the Town Trust, acting first under the Charter of 1297, then under decree of the Commission of Charitable Uses (1681) and finally under the Sheffield Town Trust Act of 1873, from which it derives its present authority.

Most of the early work was concerned with highways and the maintenance of bridges. The members of the Town Trust were shrewd and far-seeing men, who were determined to develop their land to the best advantage. Most of the main roads into Sheffield, the Chesterfield Turnpike, and so on, owe something to the Town Trust. And so do many of the streets of modern Sheffield. West Bar Green, for example, was given to the city by the Trust, which also helped in the widening of many other thoroughfares. The Trust paid for the lighting of the Sheffield streets by oil lamps in 1734 (when most of the streets of the towns of Britain were unlit), and helped in the making of the canal from Goole.

The first Town Hall was built by the Trust, and so was the second, which was completed in 1808. When the Corporation built the present Town Hall, the old Town Hall became known as the Court House, and this is now let to the city by the Trust on a long lease for 10s. a year. In the same way, the Trust bought and maintained the Botanical Gardens, and these are now leased to the Corporation for the sum of 1s. a year. Naturally when Sheffield was incorporated the Corporation took over the main activities of the Trust, and this enabled the funds of the Trust to be used for other purposes. The decree of 1681 laid down as one of the objects of the Trust " charitable and public uses for the benefit of Sheffield as a whole and its inhabitants." It is on this that the Trust now concentrates.

In recent years some £80,000 has been given to Sheffield University, some £60,000 to local hospitals, £10,000 for the preservation of Ecclesall Woods, and many thousands of pounds to boys' and girls' clubs. Many scholarships and fellowships have been founded, a large contribution was made towards the cost of the present City Hall, and many famous pictures have been bought and loaned to the Sheffield Art Galleries. The most recent of these is the late David Jagger's unfinished portrait of the Duke of Edinburgh. This is peculiarly fitting, for Jagger was, I believe, a Hallamshire man and his first portrait also hangs in Sheffield.

It may well be asked how the Trust has managed all this, considering that it started with an income of less than £10 a year. The value of the original land, assisted by wise road development, has increased enormously, and there has been capital appreciation in other ways as well, due again to wise and far-seeing management. Then, Sheffielders are proud of their city and the Trust has received some very generous legacies (one of more than £100,000) and gifts of property. Yet none of this could have amounted to very much had not the Trustees, year after year through the centuries (and especially in recent years when everything has been so very much more complicated), been men of wisdom. It would, I fancy, astonish Lord de Furnival could he see what his desire for a little hard cash has led to. I wonder if the story of the Sheffield Town Trust can be matched anywhere else in Britain ?

THE SMOUHA ESTATES NEAR ALEXANDRIA : From the road which runs in front of the Smouha Club can be seen land under cultivation, with, in background, blocks of flats in the Sidi Gabr suburb. The Estate has formed one of the questions awaiting clarification before the Anglo-Egyptian Financial Agreement is finally signed. As initialled some weeks ago, this agreement provides for £27,500,000 to be paid out of blocked sterling balances as compensation for Egyptianised property and for sequestration losses.

ON THE ESTATE: Trees shade the entrance to the modern club-house. Adjoining the golf course, the building has amenities for dances, card games, tennis, squash and billiards. There is also a restaurant. The Estate is claimed by Egyptian newspapers to be agricultural land.

THE SMOUHA AFFAIR

The Hitch in the Anglo-Egyptian Agreement

Although the Anglo-Egyptian Financial Agreement was initialled in Cairo some time ago, discussions, some of them acrimonious, have continued on clarification of who is paying for what, before the agreement is signed. Egyptian comment has appeared to indicate that the basis of the agreement was that only agricultural land belonging to British subjects had been Egyptianised (taken over by the Government). Other land was sequestrated and was to be returned on the implementation of the agreement. A sum from blocked sterling balances was to be used as compensation and for meeting claims arising from the sequestration. According to Dr. Kaissouny, Minister of Economy in the U.A.R., the Smouha Estate is agricultural land. Its total area, according to the Egyptian Press, is anything from 400 to 900 acres. On the Estate are a racecourse and golf course, a club-house, two factories, and some villas. The rest of the land appears to be given over to agriculture. The erstwhile presence in the estate office of the Government Sequestrator would seem to indicate that part of the Estate was sequestrated. There was some indication, however, that the Egyptians considered that the entire Estate was taxed at agricultural rates. If this were so, it would presumably release the British Government from any obligation to compensate the Smouha family at a higher valuation.

FROM THE CLUB-HOUSE ROOF : In the centre are tennis courts on the Smouha Estate and in the background the long, low buildings of the plant of the Ford Motor Company. The buildings in the extreme background do not form part of the Smouha Estate.

FACILITIES ON THE ESTATE: Right is a grandstand of the racecourse. Within the perimeter of the track is an 18-hole golf course. Much of the Estate was reclaimed from marshy land. It lies some three miles from Alexandria.

A 104,520-TON OIL CARRIER: The *Universe Apollo*, the largest tanker in the world, lies in the fitting-out dock of the former Japanese Imperial Navy's dockyard at Kure, where she was built. The giant tanker, which is the largest in the world, has an overall length of 949 ft. 9 ins., a breadth of 135 ft. and a depth of 67 ft. 6 ins. She has a cargo capacity of 1,021,000 barrels and a cruising range of 27,000 miles. A full cargo can be loaded or discharged within 30 hours. *Universe Apollo* is on charter to a Japanese company, on the Japan-Persia route.

THE WORLD'S LARGEST TANKER

Completion of "Universe Apollo"; Britain's Largest Tanker's Maiden Voyage; a Launch and an Enlargement

Two records were established with the completion of *Universe Apollo*. She is the world's largest tanker and was built in the astonishingly short time of no more than seven months. The ship, which has a cargo capacity of 1,021,000 barrels, was built by the Kure Division of National Bulk Carriers, Inc., an American company which has been operating part of the dockyard under lease for the past eight years. The keel was laid on June 30 last year, the vessel was launched on December 6 and delivered on January 31 last to Universal Tankships, Inc., Liberia, a subsidiary of National Bulk Carriers, Inc. The *Universe Apollo* has been chartered by a leading Japanese oil company, the Idemitsu Kosan Co. Ltd., and was scheduled to go into service in the middle of this month on the Japan-Persian Gulf route.

ON SEA TRIALS: The picture was taken looking aft as the *Universe Apollo* covered the measured mile at full speed. During sea trials a maximum speed of 17·52 knots was reported to have been reached. Service speed is 15·5 knots. The tanker is powered by a General Electric turbine.

A RECORD FEAT OF SHIPBUILDING: *Universe Apollo* is in the fitting-out dock after launching. The time taken from the laying of the keel to the completion of the tanker was only seven months, which is a phenomenal speed for shipbuilding.

CUTTING A SHIP IN HALF IN ORDER TO MAKE IT LONGER: High and dry in dock at Bolnes, near Rotterdam, the centre section of the *Prins Willem George Frederik* is reconstructed in order to extend the total length of the vessel. Nearly 50 ft. is being added to the ship belonging to the Oranje Line (Maatschappij Zeetransport) N.V. of Rotterdam. She and another vessel belonging to the same line, the *Prins Willem V*, are being reconstructed to take advantage of new canals and sluices to be opened on the St. Lawrence Seaway for the Europe to Chicago route. With the new facilities larger ships can be used. Both ships were cut completely in half so that a new centre section could be added. The *Prins Willem George Frederik* was completed in 1954 in Amsterdam.

THE LAUNCH OF A NEW MOTOR-DRIVEN CARGO VESSEL: At Harland and Wolff's Govan shipyard, the *Bankura* slides into the sea. She was ordered by the British India Steam Navigation Company Ltd., and is the second of five similar vessels being built at the shipyard for the company. With an approximate deadweight of 7,500 tons, she will have a speed of 16 knots. There are continuous upper and main decks. Six bulkheads divide the vessel into four sets of cargo spaces, some of which are to be refrigerated. Modern cargo-handling equipment will be fitted, including five electric deck cranes.

BRITAIN'S LARGEST OIL TANKER IN COMMISSION: The BP *British Duchess* is moored alongside the new deep-water jetty at the Finnart Ocean Terminal, on Loch Long, in Scotland. Recently she discharged a cargo of crude oil from the Persian Gulf at the end of her maiden voyage. The *British Duchess* is the first of the fleet of giant tankers ordered by BP to be commissioned. She has an overall length of 710 ft. and a breadth of 95 ft. Her single screw, driven by steam turbines, gives her a service speed of 16 knots. It has been estimated that in one voyage she can carry enough oil to supply all Scotland's needs for a month. The *British Duchess* is the flagship of British Petroleum Company's fleet of 145 tankers.

RED DEER IN THE CAIRNGORMS

Research Work by the Nature Conservancy

MAKING FOR COVER IN THE CAIRNGORMS: A line of red deer splashes across a mountain stream and heads towards the distant pine trees. In the background are the snow-covered slopes of the Cairngorms. Much work is being done by the Nature Conservancy in Scotland on the habits and future of red deer. A section of the area covered by the Conservancy is the Mar Estate in Aberdeenshire. This comprises some 40,000 acres and has a population of about 4,000 deer. These pictures were taken of one herd, about seventy-five hinds and followers and 200 stags, in the Glen Dee.

The warden in charge of the area, Mr. Malcolm Douglas, is engaged in the task of producing an authoritative work on the life of the red deer. Observation in the wild mountains round the Larig Ghru is made hazardous by the weather which undergoes sudden violent changes. Blizzards sweep across the barren rocks and the temperature is often near zero. The peaks on either side of the pass from Aviemore to Braemar are over 4,000 ft. high and golden eagles are often to be seen circling round them.

On right—

ON THE LOOKOUT: The Warden of the Nature Conservancy area in the Cairngorms, Mr. Malcolm Douglas, scans the mountain for the movement of deer. With him is a Scottish deerhound. The breed is believed to be descended from the Irish wolfhound or the Scottish greyhound.

Below—

FEED FOR THE DEER: A hill pony pulls a sledge loaded with hay through pinewoods and deep snow. The hay is destined for red deer living in the remote districts.

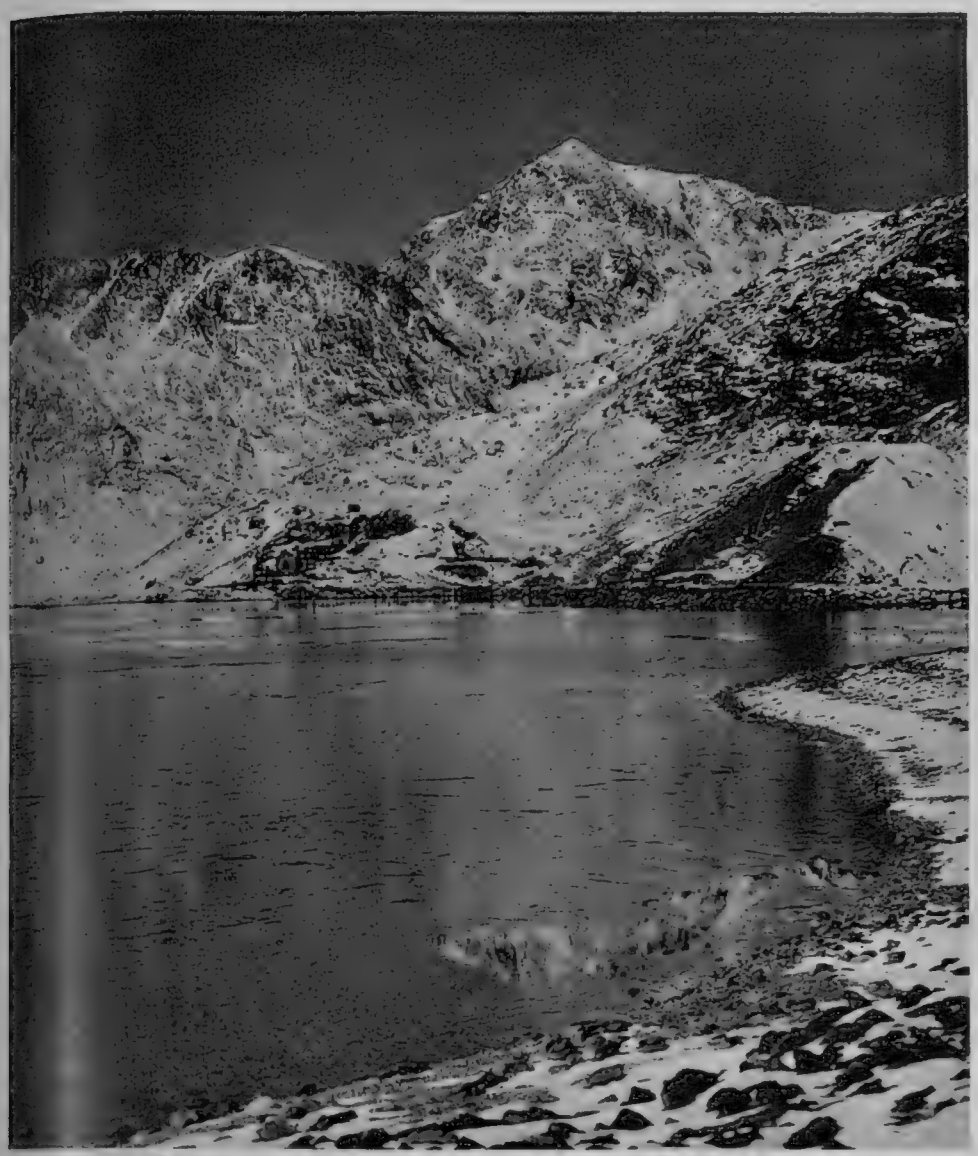
A SCENE AT DAWN IN THE CAIRNGORMS: A herd of red deer, scattered among the straight trunks of pine trees, keep a wary lookout as they feed on the piles of hay which have been left for them. The research being undertaken in the area is controlled by the Nature Conservancy from Edinburgh.

MOONLIGHT OVER SNOWDONIA

Night Scenes in the National Park in North Wales

The mountains of Snowdonia have given pleasure to thousands of British climbers, both expert and inexperienced. For experts there are the cliffs on the North face of Lliwedd, the ridge, pinnacles and North buttress of Crib Goch, and Clogwyn-du'r-Arddu, which is a very difficult ascent. For the less experienced there are six safe and well-marked routes up Snowdon; the easiest being the Bridle-Path from Llanberis. There is also the mountain railway which runs from Llanberis to the summit.

Recently, a photographer spent three nights taking pictures of Snowdonia by moonlight, some of which are reproduced on this page. He found that photographically the atmosphere was much clearer on a frosty night, no haze being present to limit visibility. Also, for purposes of photography, the snow gave the mountains by moonlight a magical quality which made them all the more impressive.



THE CRAGS UNDER SNOW: Above the waters of Llyn Llydaw towers Y Wyddfa, the summit of Snowdon, according to Celtic Folklore the burial-place of the giant Rhita Gawr. The ridge on the left leads to Y Lliwedd, a subsidiary peak of Snowdon. *On right*—The Lliwedd ridge and Llyn Teyrn.

A LONELY FARM: Tal-y-Braich Farm, near Capel Curig, lies beneath the mountains. The prominent three-peak mountain on the right is Tryfan, with part of the Glyder-fach and Gallt-yr-Ogof to the left. Everest and Kanchenjunga climbers have trained on Tryfan and also on the nearby Glyder-fawr. Snowdonia was made a National Park in 1951; in the same year the Lake District National Park and the Peak District National Park came into being. Snowdon itself is the highest mountain in England and Wales.

CASTING SCULPTURE

The Work of an Internationally Renowned Foundry in South-East London

The casting of sculpture is an essential part of the art. The process has altered little since the days of Benvenuto Cellini. Bronze is considered the best alloy because of its malleable qualities, its colour and its strength. Age gives it fine patinas.

Among the leading practitioners of the art of casting is the firm of Morris-Singer in Lambeth. The foundry has an international reputation and its craftsmen are employed by artists from many parts of the world. Proof of this is to be seen in the pictures on these pages of the statue of the late Field Marshal Sir Thomas Blamey. The sculptor is Raymond Ewers, who was one of the Australian Official War Artists, and the cast is to be shipped to Melbourne. There the monument of the Commander of the Australian Forces and C.-in-C., Allied Land Forces, S.W. Pacific, in the last war will stand opposite the statue of Sir John Monash, who was the Australian Commander in Europe during the First World War. A public fund to pay for the statue of Sir Thomas Blamey—the only Australian ever to have been appointed a Field Marshal—was opened by the Lord Mayor of Melbourne and the Federal Government made a contribution to it.

A STATUE FOR AUSTRALIA: Mr. Albert Parrott (left), manager of the Morris-Singer foundry, in Lambeth, discusses with Mr. Lyons, the foreman, points for the casting of the statue of the Australian Field Marshal Blamey by Raymond Ewers, which is to go to Melbourne.

A SEVENTY-FIVE-YEAR-OLD CRAFTSMAN: Mr. Jay's relaxations are painting and engraving. The copy of Canevari's portrait, "James I as a Child," on the bench is his work.

The list of the "patrons" of the Morris-Singer foundry is a most impressive one. It includes Sir Jacob Epstein, whose work for Coventry Cathedral is being cast there; Sir Charles Wheeler, President of the Royal Academy; Sir William Reid Dick and Mr. William McMillan.

Officials at the foundry say that they are extremely busy owing to the boom in sculpture since the end of the war. The firm has developed from small beginnings in the last century in the West Country. John Webb Singer brought Swiss, French and Belgian craftsmen to Frome, in Somerset, and they taught local men the art of casting. In those leisurely days sculptors enjoyed a trip from London into the country to attend to the casting of their work. They could take time off in fishing and other rural pursuits. Among the statues cast there was Boadicea, which stands near Westminster Bridge.

But the pace of living quickened in this century. Artists could not give the time for the stay in Somerset, and it became more expensive. So Singer's moved to London and combined with the firm of Morris at the present works in Lambeth. The art of casting is something which cannot be learnt in a hurry and improves, like all arts, with experience. The Morris-Singer staff to-day includes several men of considerable age and very long service.

AUSTRALIA'S ONLY FIELD MARSHAL: Casting proceeds on Mr. Raymond Ewers' statue of the late Sir Thomas Blamey. The only Australian ever to be created a Field Marshal, Sir Thomas commanded his country's forces in Egypt from 1940 to 1942 and then returned to Australia as Commander-in-Chief of the Allied Land Forces in the South-West Pacific. He died in 1951. The statue is to stand outside the gates of Government House, in Melbourne.

On left—

A GREAT ELIZABETHAN: The statue of Sir Walter Raleigh is the work of Mr. William McMillan, R.A. Among his other works are the Beatty Memorial Fountain, in Trafalgar Square, and the statue of George VI, in Carlton Gardens. Many British and Foreign sculptors send their work for casting to the foundry in Lambeth.

PART OF THE EPSTEIN GROUP FOR COVENTRY CATHEDRAL: Mr. Alfred Morrison, a figure moulder, works on a mould of the figure of the Devil which will be at the feet of the Archangel Michael. *On left*—Molten aluminium is poured in the foundry where Epstein's "Christ in Majesty" for Llandaff Cathedral was cast.

The Sphere of Travel

IN AND AROUND VIENNA

Sights in the Austrian Capital and Excursions to Places of Interest; Resorts of Upper and Lower Austria

By GORDON COOPER

AN UNSPOILT LITTLE RESORT: The houses of the Austrian village of Windischgarsten cluster round the church. Situated in the foothills of the Niedere Tauern and to the south of Linz, the resort is picturesquely surrounded by pinewoods. Not many miles away is the lake district outside Salzburg. In this area are delightful resorts overlooked by mountains.

ALTHOUGH Austria is one of the most popular countries with Britons, yet this interest is mainly confined to Tyrol and, to a lesser extent, to Salzkammergut, Carinthia (with its glorious lakes), Vorarlberg, which merits more attention than it gets, and Styria, the "Green Province." It is true that some tourists visit Vienna, but Upper and Lower Austria, and Burgenland are almost "unknown" regions, possibly because until recently they came within the Russian zone of occupation and were out-of-bounds to travellers. I hope in this article, therefore, to indicate some of their considerable attractions.

First, Vienna. I still meet people who think of this lovely city as a romantic, faded museum piece; but this is entirely erroneous. To-day there is a new Vienna, with the exciting spirit of youth, yet still retaining the best of the past: the Viennese musical tradition and the Heuriger Parties at Grinzing, both of which are very much alive. There is much of worthwhile sightseeing to be done in the city, especially in its Inner City, where it is easy to get most pleasantly "lost." Every street, every corner offers something to charm the mind. I recently spent a week in Vienna, and was never for a moment bored.

My starred sights included the magnificent Cathedral of St. Stephen, a nearby home of Mozart—the city is, of course, full of musicians' homes—the marvellous Hofburg Treasury, the Kunsthistorisches Museum, one of the greatest galleries in Europe, where I seek out first the famous Breugels and the four sickening pictures by Archimboldo, with their monstrous faces. Fascinating in a different way is the newly-erected Stadthalle, a centre for sports, congresses and concerts, where it is a delight to watch the skilful skaters on the great ice-rink. Excursions to Schönbrunn and into the Viennese Woods should not be missed; there is a half-day excursion to the latter which takes you first to Klosterneuburg, where in the church is the famous "Verdun Altar," a wonderful example of the goldsmith's art, then to Kahlenberg, with its superb panoramic view over Vienna. And how lovely the Viennese Woods are, especially in the spring and autumn!

Vienna has, needless to say, many excellent restaurants, and if I merely mention *Am Franziskanerplatz*, *Drei Husaren*, *St. Stephan*, and the typical *Zur Linde*, *Griechenbeisel*, and *Stiedl's Gosser Bierklinik*, it is because in all of them I enjoyed memorable meals. I might also add that the food in my hotel—the *Europa*—was quite outstanding, while the establishment itself is centrally situated.

Among the Viennese entertainments, first comes the famous opera, the excellent Volkstheater, with its light operas, and, not least, the Heuriger Parties at Grinzing, Sievering and Nussdorf. A visit to the Hofburg Riding School shows you a tradition which dates back over two centuries, while at the Burgkapelle on Sunday mornings there is the opportunity to hear the world-famous Boys' Choir. The Prater is a gigantic maelstrom of popular entertainments, including its famous Great Wheel. If you have an odd hour or so to fill, then there is my favourite haunt, the Opernpassage (known by the Viennese as "Jonasgrotte"), an underground centre near the Opera House. Seated at the café there I can watch the people pass by, much as one does at the Café de la Paix, in Paris. Ladies may prefer the fashionable Demel's, a teashop near the Hofburg, but not to be recommended for anyone concerned with weight reduction! Altogether, a holiday in Vienna is a never-ending joy.

From Vienna there are opportunities available for some interesting day or half-day excursions. One of these takes you to Heiligenkreuz (a Cistercian monastery with a magnificent church, in which the choir stalls, cloisters, and the thirteenth-century glass in the windows are all notable), Mayerling (with its memories of the tragedy concerning the Crown Prince Rudolf and Mary Vetsera), and Baden (a pleasant but somewhat decaying spa). Then, if you are interested in Roman antiquities, there are some fine ruins between Petronell and Deutsch-Altenburg, including two substantial Roman amphitheatres and an important museum at the latter village. If going by train, then book to Deutsch-Altenburg, walk via the important Roman Camp at Carnuntum, and return to Vienna from Petronell station.

Another worthwhile excursion is to Melk, whose Benedictine Abbey is one of the most magnificent Baroque buildings in the world. Its finest features are the noble Marble Hall, with a beautiful painted ceiling, the enchanting "Golden Library," one of the richest of all the fine monastic libraries scattered throughout Austria, and the glorious church, an elaborate Baroque dream. Between the Marble Hall and the Library is the West Terrace, affording a beautiful view of the Danube Valley. Incidentally, there are regular conducted tours through the abbey.

At Melk we enter the Wachau, perhaps the loveliest part of the Danube, while it is also the country's chief wine-growing region. On an excursion from Vienna you might well consider taking the afternoon steamer along the Danube as far as Krems, thence returning to the capital by train. On this river journey you will be wafted back into a medieval past, for there are many ruined castles on the bank-sides. One of the most impressive ruins is Aggstein, which legend links with a robber baron, the so-called "Schreckenwald," "The Terror of the Forests," who starved his prisoners to death on a little ledge of rock above a precipice, a leap over which offered them a quicker exit from this world. Then, not far distant, is Duernstein Castle, the scene of the imprisonment of Richard Coeur de Lion and with it is related the legend of the faithful minstrel Blondel. But the little town itself is most attractive, and you can lodge in the cosy *Gasthof Richard* and drink beer or wine in the *Bierhaus Blondel*.

The Wachau forms part of Lower Austria, the largest of Austria's provinces. Its outstanding tourist resort is Semmering, which stands high—about 3,000 ft.—and with its crystal air and its wealth of Alpine flowers is a walker's paradise. There is also a golf course and many good hotels and pensions. Pùchberg and Reichenau are two smaller resorts in this part of Lower Austria which can be recommended. North of the Danube is the Waldviertel district. Here is a countryside; hardly touched by tourist traffic but nevertheless well worth visiting for its winding valleys, clear brooks, wooded hills and ancient grey castles—part of an old romantic tradition. This, until recently, was under Russian control, so there is a lack of first-class hotels, but the gasthöfe (inns) in the various towns and villages are comfortable and most friendly. An outstanding sight is the Cistercian Abbey of Zwettl, which is no less interesting than Heiligenkreuz. The cloisters are

HOLIDAYS AFLOAT—CRUISING ON THE CONTINENT

While there is nothing more soothing than to be surrounded by a limitless expanse of ocean, there is no doubt that but for an occasional landfall a cruise might become somewhat tedious in spite of the gaiety and good food aboard. Landfalls, whether they be at Gibraltar, Naples, Sochi or Palma, are the occasions to which most people look forward on their holidays afloat. It is perhaps for that reason that cruises on the canals and rivers of the Continent have become so popular in recent years. Of course, the vessels used (although comfortable yachts with plenty of deck space), cannot compare with a first-class liner, but they do manage to provide excellent food and accommodation with the added advantage of being close inshore all the time—so close, indeed, that the bulb fields of Holland can be best enjoyed from such a vantage point.

Throughout April and May the motor yachts *Lady Margaret*, *Lady Juliana* and *Lady Constance* will cruise from Schiedam to Rotterdam, Amsterdam, Haarlem, The Hague, and back via Rotterdam, Gouda and Dordrecht, to Schiedam. These eight-day holidays include travel from London by boat train to Harwich and by the *Zeeland* motor-ship to the Hook of Holland, and coach to Schiedam to join the yacht. They cost from 38 guineas. Included in the price also are a water-taxi cruise through Old Amsterdam; a visit to Aalsmeer Flower Market and a coach tour through the bulb fields. This delightful progress through the narrow Dutch waterways is a splendid way of seeing the tulips at their best. There are departures on Saturdays from April 4 to May 23.

The Netherlands Tourist Office can always advise you on the best time of either month at which to go.

Similar cruises are available during the summer on the Rhine and Main and even to Switzerland, as well as through Holland. A twelve-day cruise from London costs 59 guineas; a fifteen-day cruise costs from 75 guineas from London, while an eight-day cruise through Holland and the Zuider Zee costs from 38 guineas. The vessels used are quite commodious and comfortable. The motor-yacht *Lady Margaret*, for an example, is 70 ft. long and accommodates 53 passengers in 20 two-berth cabins, 11 single-berth cabins and 2 communicating sundeck single cabins with private shower and toilet.

Another company offers eight-day cruises in Holland on the motor-yacht *Tranquillity*, which has accommodation for twenty-six passengers. After arriving at the Hook of Holland by the Harwich day steamer service, you go on by coach to The Hague, where dinner is served on the yacht. Early next morning you leave for Amsterdam and then travel on to Haarlem. The cruise continues across the Zuider Zee, passing the Island of Marken and landing at Volendam and, after a short visit, continues by river and canal to Utrecht, where the night is spent. On the fifth day the *Tranquillity* leaves for Rotterdam and, after a stop for sightseeing and excursions, returns to The Hague, where the last night is passed on board. Excursions are included in the price quoted, which is from 33 guineas.

The motor-vessel *St. Christopher*, a steel vessel of 150 tons, has accommodation for thirty-three passengers

fine, and the Gothic Church, one of the largest and most beautiful in Austria, dates from 1348.

Lack of space forbids further description of Lower Austria, but I suggest it would be a rewarding touring ground for anyone with their own car, while Centaur Tours also provide a riding holiday through the Waldviertel, taking you also into the Burgenland—the "wilds" of Austria, as far as tourists are concerned. There are, however, many fine castles there, while music-lovers may wish to go on pilgrimage to Eisenstadt, the provincial capital, where the house in which Haydn lived is now the Haydn Museum. Then, further south in this province, is Raiding-Lackendorf, the birthplace of Franz Liszt.

While Burgenland is not highly scenic, its countryside is pleasant. During a recent tour there I visited the Esterhazy Forchtenstein Castle (thirteenth century), Bernstein, a small village with a curious industry in jade and a magnificently situated castle (now an hotel) and the Neusiedlersee, the finest bird paradise in Central Europe. This vast lake also contains many fish, although it is never more than 5 ft. in depth. At Mörbisch there is an hotel built on an artificial island, linked to the mainland by a causeway. There are similar "islands" elsewhere on this lake, including one near Rust, a town famous for its wines and its storks; the visitor will find local hospitality in this wine town almost overwhelming. Again, the private car owner will find much to please him in this Austrian province, while it offers special appeal to the escapist.

I now take you westwards to Upper Austria, whose capital is Linz, with an Old Town offering many delightful corners. Its main square (Hauptplatz) is most attractive, while from Poestlingberg, on the northern side of the Danube, you get an excellent panoramic view. An entertaining evening can be spent by attending a performance at the Landes Theatre, which has an interesting décor. The environs of Linz have also much to offer: you find there the splendid Baroque monasteries of St. Florian (Bruckner was organist here and is buried in the crypt), Wilhering (up the Danube a few miles; the church has a lovely interior), and Kremsmunster, whose greatest treasure is the Tassilo Chalice, a priceless example of early German goldsmith's work—it can only be seen however, by special permission of the Abbot, but this is readily granted. Then, north of the Danube, there is in the Muehlviertel district the church at Kefermarkt, whose 40-ft.-high altar (craftsman unknown) is the finest example of wood carving in Austria; I give it all my stars. Not far distant is the attractive walled town of Freistadt. The countryside in this part of Upper Austria is often forgotten by tourists, but it repays a visit for those who seek an unspoiled countryside.

The southern part of Upper Austria embraces part of the Salzkammergut, and here there are some delightful resorts. I have seen nothing lovelier in Europe than Hinterstoder, with its picturesque lake and mountain background. Windischgarsten and Spital-am-Pyhrn are also to be recommended. Then, in the lake district, there are the lake resorts on the Traunsee, Attersee, Mondsee, Wolfgangsee and Hallstattersee. Special mention must be given, too, to the magnificent Dachstein Ice Caves, easily reached from Hallstadt, perhaps the most delightful little town in the whole of the Salzgammergut.

FOR FURTHER INFORMATION

Austrian State Tourist Department, 219, *Regent Street*, *W.*1.

SPECIALIST TRAVEL AGENT

F. and W. Ingham, 26, *Old Bond Street*, *W.*1.

SOME RECOMMENDED HOTELS

Vienna	*Europa—Bellevue*
Semmering	*Südbahnhotel—Panhans*
Mörbisch	*Seehotel*
Linz	*Parkhotel—Wolfinger*
Hinterstoder	*Dietlgut*
Wintischgarsten	*Black Horse* (*Schwarzes Rössl*)—*Haus Scheer* (*pension*)

on the eight-day Rhine cruise, which is available from 37 guineas, London back to London. You join the yacht after travelling on the Dover-Ostend day service, at Cologne. The itinerary includes Bonn, Konigswinter, Remagen, Coblenz, the Lorelei and Rudesheim. In addition, it is possible to combine these cruises at an inclusive price of from 62 guineas. You take the Rhine cruise first and then travel by train from Cologne to The Hague, to join the Holland cruise, arriving back in London on the fifteenth day.

There are a number of other Rhine cruises lasting ten, eleven, fourteen or fifteen days at prices ranging from 28 guineas to 75 guineas.

The great advantage of these yacht cruises is that you have plenty of time ashore with an opportunity of exploring two or three new places each day. On top of that, there is no travel at night, so that you are always assured of a good sleep in some calm berth. It is pleasant, too, to contemplate the early morning cup of tea, which is served in your cabin, the morning coffee and the afternoon tea, which are all included in the basic fare. Such extras have a habit of mounting up on Continental holidays.

W. D. C. C.

CORTINA D'AMPEZZO: It is modelled on the lines of a Swiss town, with chalet buildings. This winter sports resort in the Dolomites can now be reached in six hours from London.

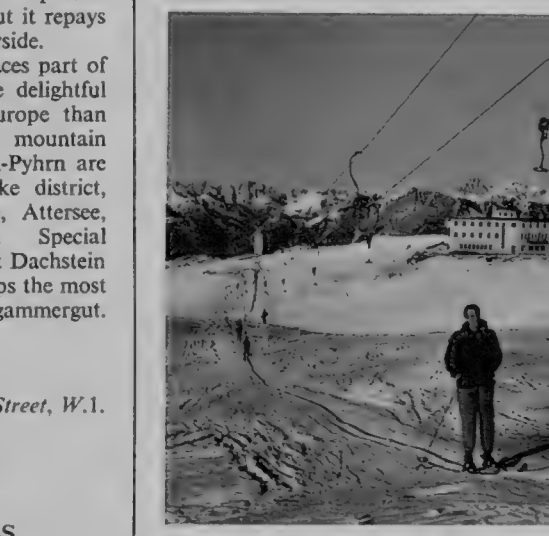
THE ITALIAN DOLOMITES

The Italian Dolomites contain some of the finest winter sports areas in Europe. The staging of the Winter Olympics at Cortina d'Ampezzo in 1956 provided ample proof of this. Until very recently the Dolomites suffered from a disadvantage; they were not as easily accessible to visitors from Britain as many other European resorts. This winter, however, British European Airways has started operating a twice-weekly air-road tourist service which enables travellers to reach the Dolomites winter sports grounds in between 5½ and 6½ hours from London. This time compares very favourably with, for instance, London to Davos, 9½ hours, or London to St. Moritz, 10½ hours.

The flight is made from London Airport non-stop to Treviso airport, Venice. From there coaches take passengers by road to one of three resorts of their choice—Nevegal, Cortina d'Ampezzo or San Martino di Castrozza. Nevegal is four miles from Belluno, which is one of the more ancient Dolomite towns with a history dating to the Roman era. It is worthwhile taking time off from ski-ing to visit its fine architecture.

Cortina is modelled on the lines of a Swiss town with chalet-style buildings. Neon-lit shops and large hotels, with swimming-pools, tennis courts and ballrooms provide up-to-date amenities. On the surrounding slopes there are ski trails and chair-lifts and a splendid bobsleigh run. San Martino also is well-equipped with modern hotels and an excellent centre for excursions. Venice is within easy reach for a day trip.

A fortnight's all-in holiday to these centres from London can cost no more than £61-£81, as result of co-operation between B.E.A., travel agents and local hoteliers. The air service operates on Wednesdays and Saturdays until March 28.



IN THE ITALIAN ALPS: *Above*—The ski-lift runs over the snows on the way up to Col di Faverghera, above Nevegal. *Below*—San Martino di Castrozza is a well-equipped and thriving winter sports centre in the Dolomites.

BRIDGES OVER THE RHINE

New Construction and Rebuilding Over the River at Cologne

Cologne, the Colonia Agrippina of the Romans, is one of the old centres of Western civilisation. In the present century it has also become a main centre of German industry. For that reason it was an inevitable target of the Allies during the war. When Germany surrendered, all five of its bridges over the Rhine had been destroyed, either by bombing or as a result of demolition by the German Army.

In the spring of 1945 it was appreciated by the Allies that the rebuilding of the links over the river was a matter of priority. The Cologne authorities—a certain Dr. Konrad Adenauer had been appointed the Lord Mayor—were encouraged to start a large-scale reconstruction programme. Plans were drawn up for the rebuilding of the three road and two railway bridges. Each bridge had to comply with certain specifications laid down by the Allies, so that it could not be used in the future for the speedy move of large bodies of troops. To-day the old bridges have been restored. A new bridge is nearing completion. This is the Severings Bridge. By 1962 yet another crossing over the Rhine will have been finished, according to the present schedule. Current statistics show that Cologne must be able to pass around 800 trains a day over the Rhine and some 112,000 vehicles.

A NEW LINK OVER THE RHINE: The Severings Bridge at Cologne is nearing completion. It is one of the two new bridges planned for the Rhineland city under its post-war reconstruction scheme. The five pre-war bridges, which were destroyed during the hostilities, have already been rebuilt

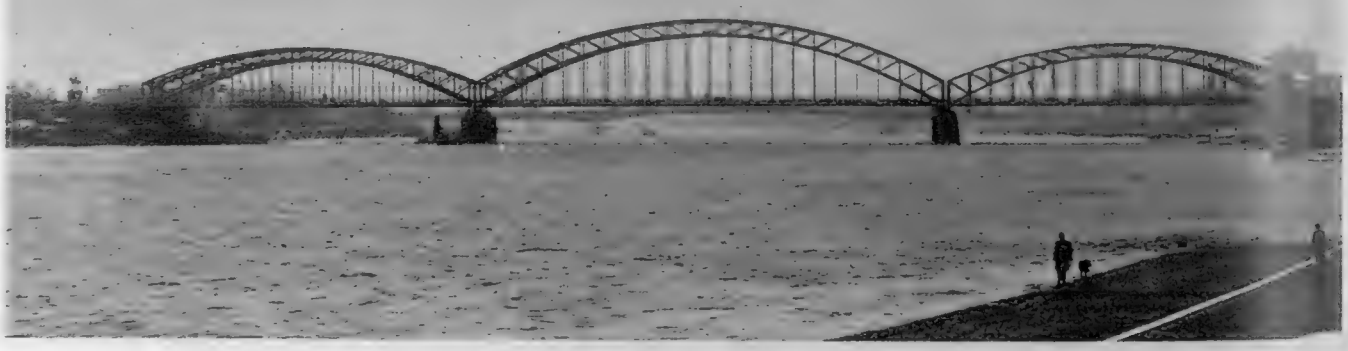
CARRYING A HEAVY VOLUME OF RAIL TRAFFIC: The Sud Bridge in its rebuilt form. Cologne is one of the most important industrial centres in the whole of Germany. Its railway bridges have to handle a dense volume of traffic each day.

On left—

A REBUILT ROAD BRIDGE: The Deutzer Bridge was the first to be reconstructed after the war. Work on it finished in 1948

On right—

THE HOHENZOLLERN: This had always been one of the show-pieces of engineering skill across the Rhine. In its new form the Hohenzollern Bridge follows the lines of its predecessor, destroyed in the war.



TOWARDS THE OUTSKIRTS OF COLOGNE : The Mulheimer Bridge, rebuilt in 1952, is used by motorists following the autobahn route through Cologne. The other main suburb of the city is Deutz, which gives its name to another of the local bridges.

RHINELAND SCENE : Against a background of a snow-clad bank, a barge passes under the Rodenkirchen Bridge, another of Cologne's reconstructed links over the river. Road traffic over the Rhine at Cologne is estimated at 112,000 vehicles daily.

MORE COMPETITION IN THE AIR?

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

THERE were some fairly bitter exchanges between the British and the American Governments over airline matters in Montreal recently, in public as well as in private. Britain's Ministry of Transport, at a conference of the International Civil Aviation Organisation, was trying to get a new Decca air traffic control system accepted for busy international airports, while the American authorities were arguing that the V.O.R. system made in the United States was still perfectly adequate. In Paris, at a meeting of the International Air Transport Association, the exchanges proceeded in a more equable atmosphere—because the bitterness had already been expended at Cannes last November, when this fare-setting conference had broken up over an argument as to whether one should pay more to fly the Atlantic in a jet airliner. Here the airline company representatives did the arguing. But the Governments were still in the background, as ever-present "absent friends"—ready if the need arose to back a national airline's arguments with restrictions upon its competitors' rights to fly into their countries' airports.

An agreement announced between British European Airways and Air France a fortnight ago, on the other hand, emphasises co-operation. The two companies are to pool their bookings on the London-Paris routes, running more services through the day, carrying passengers in whichever aircraft are more convenient, and sharing the proceeds. Next year, the two airlines announced on this fortieth anniversary of commercial flying between Paris and London, they hope to bring down the fares 20 per cent., and believe this may raise the number of passengers they carry by 50 per cent. Such agreements are not uncommon in Europe. At the same time, there are discussions proceeding about a rather more thoroughgoing form of co-operation between the national airlines of the six "Common Market" countries of Western Europe. This could have its disadvantages for B.E.A., which at present carries a very large share of Western Europe's air traffic.

THE VICKERS VANGUARD: This is the first air-to-air picture of the new British airliner designed for economical inter-city travel. Up to 139 passengers can be accommodated on the upper deck of the double-bubble fuselage and there is generous space for freight on the lower deck. Both Trans-Canada Airlines and B.E.A. have ordered large fleets of these aircraft.

AIRCRAFT FOR R.A.F. TRANSPORT COMMAND: The first R.A.F. Britannia 253 troop-carrier and freighter taxies down the runway at Short Brothers and Harland's airfield, in Belfast, after a test flight. The 253 version made its first flight at the end of last year and the conversion programme was carried out by Short's. A specially strengthened floor is fitted to permit heavy military loads. Fifteen of the aircraft have been ordered by the R.A.F.

Competition in the air to-day, as such events show, is of a somewhat complicated nature and intensity. The international airline business, as most ordinary passengers ever experience it, is dominated by companies which are the "chosen instruments" of their Governments, whether nationalised or privately-owned. The fares, the class of accommodation and seating, even the precise size of the sandwiches supplied, are tightly controlled for any given route. Only one or two lines outside the ring, such as Icelandic Airlines, are prepared to offer cut-price air travel. For the regulated majority, one of the biggest arguments likely to compel eventual agreement over fare schedules is the fear of how awful it would be if I.A.T.A., the fare-setting cartel, broke up and fair competition were actually to break out. Demand for air transport continues to rise steadily—1957-58, when traffic rose only about 6 per cent., is accounted a poor year. But the business of providing it is a barely profitable one, with dangerously narrow profit margins. The weaker lines, in particular, would hate to stand the racket of really cut-throat competition.

Is there much room for genuinely private enterprise in this arena of carefully-drilled heavyweights? Efficiency in operations, and in keeping costs below the agreed prices, certainly differs: the varying commercial results of the major airlines show that. But it is mainly around the edges of this rather inflexible exercise, in which nobody turns unless they all turn, that the smaller, private operators do contrive to carry on a genuinely commercial business. This is confined mainly to fields of operation where for the moment the going is tougher and more risky than the majors' main business. As soon as it becomes less so, the big companies begin to edge in.

In Britain there are about twenty private airline or air charter companies operating regularly. In all, they "are said to" contribute "about a third of the national effort" of Britain's commercial aviation. But for the present, comparatively little of this, only about a fifth, comes from flying scheduled airline services.

Only about 5 per cent. of these companies' income is earned from flying the provincial services inside Britain that they are allowed to operate as "associates" of B.E.A. Services to the Channel Islands, from Midlands cities to Europe, and to cities on the Continent not served by the major lines, are prosperous but seasonal. The car ferry services pioneered by Silver City have been among the most enterprising ventures in British air travel since the war, with a steady reduction of prices to swell the traffic. (Southend Aerodrome, from which some of these ferry services operate to the Continent, last year became the third busiest airport in Britain, handling more traffic than Prestwick.) "Colonial coach" services, which the private companies are licensed to provide to Commonwealth countries in Africa, are restricted to rather Spartan accommodation and not very frequent services. Of recent years, a large and growing slice of their passenger business has come from providing the air travel element of inclusive tours which offer the tourist air transport plus fourteen days' hotel accommodation for what is often not much more than the regular airline fare.

Most of these companies' regular services carry freight as well as passengers; some of them run all-cargo services, such as Hunting-Clan's service to East, Central and South Africa. Freight, again, is responsible for much of the charter work that ordinarily makes up another sixth of their business. Valuable, light, compact items where time of delivery is important are often worth sending by air, but the range of goods carried regularly is steadily extending. Vauxhall Motors, for example, has begun to send its cars to Northern Ireland on a regular Bristol Freighter service operated by the B.K.S. Company. But possibly two-thirds of the independent airlines' traffic, and a very substantial part of their income, has come in recent years from trooping—moving Servicemen, stores and equipment to garrisons strung around the globe.

None of this is very profitable business; the vast majority of it is carried out on short-term contracts of two years or less; and all of it is subject to growing competition from the major airlines. Where the independent British operator makes a substantial success out of an air route, creating the business, B.E.A. may seek to take it over, offering superior aircraft, and if it runs outside Britain other major airlines may push in, too. Some of the new Commonwealth countries served by "colonial coach" lines are anxious to set up their own airlines, sometimes with an independent's help but alternatively under the tutelage of B.O.A.C. With margins on their passenger business so thin, the major airlines are anxious to increase the payload on their aircraft by developing freight carriage to the utmost, and some of the new turbo-prop aircraft they will be using for this will be hard for the independents to match in convenience, speed and capacity. They are bidding, too, for trooping contracts. Here, indeed, the independents may face another potential competitor, for the Royal Air Force is building up its Transport Command with new specialised aircraft, and there will be a constant temptation not to keep these idle. And the major European airlines, led by B.E.A., are now venturing more and more into the tour business by offering travel agencies cut prices.

Restrictive licensing conditions, which over the years have built a ring fence around the main area of civil aviation, have thus precluded the independent airlines from developing really powerful competitive strength; and their own former preserves are now open to deep encroachment from privileged competitors. It is not easy to foresee a prosperous future for them without some realignment of the rules. From time to time Conservative Ministers of Transport and Civil Aviation have uttered encouraging noises suggesting that they would like to give the independents more chance to compete.

Mr. Watkinson, for example, has let it be known that he does not think the present structure of B.O.A.C., B.E.A., and the unfavoured few outside is satisfactory: recently he promised the setting-up of an advisory council with greater powers to encourage the smaller airlines, though when it will come and how it will work are not yet known. A Parliamentary Select Committee, again, has been investigating the operations of the two nationalised airlines. And even in the international field, the last couple of years have shown that the tight international control of fares and operating conditions is beginning to fray here and there. But the loosening-up process will have to go a good deal farther if the independent airlines are to be given a real chance.

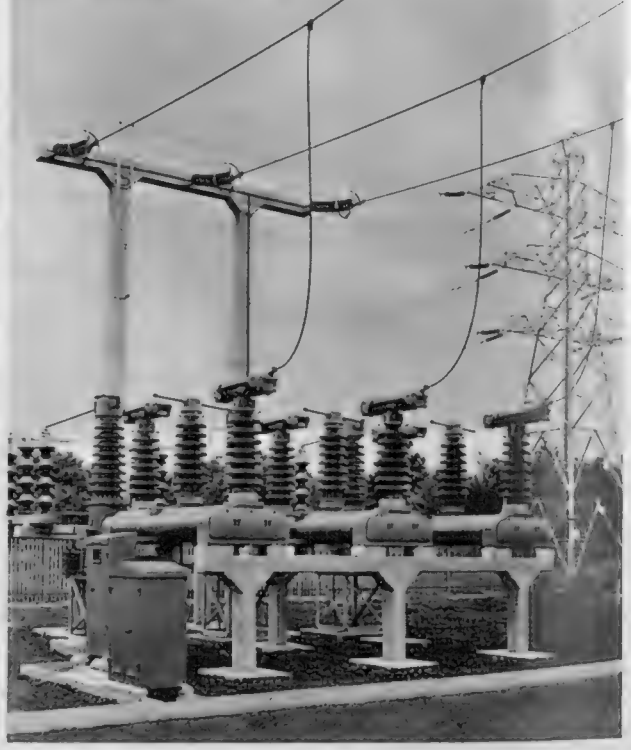
Below—

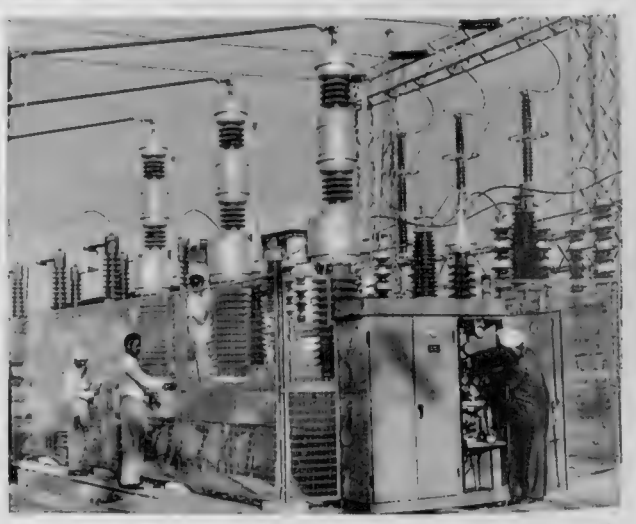
AIR-BLAST CIRCUIT-BREAKERS

Part of the installation at the sub-station in Fleet, Hampshire, of the Central Electricity Generating Board are 132-kV. Metropolitan-Vickers Type GA6W4 air-blast circuit-breakers. They are constructed for employment where continuity of supply is of the first importance. The breakers can interrupt heavy and frequent short-circuits without being taken out of service for maintenance and are of the high-speed type. Since they do not create shock reaction on the foundations during short-circuit operations, they have the advantage of not requiring heavy foundation blocks. A 132-kV. air-blast circuit-breaker will be on display at the stand of the Metropolitan Vickers Electrical Company at the Electrical Engineers Exhibition organised by the Association of Supervising Electrical Engineers at Earls Court, in London, from March 17 to 21. It will be one of the largest exhibits in the show, which this year will have 430 exhibitors, thirty more than last year.

BRIDGES ON THE LANCASTER BY-PASS

The bridge carrying the Lancaster By-pass over the River Lune is shrouded in scaffolding erected by Mills Scaffold Co. Ltd. Some 11 miles of dual-carriageway are being constructed to by-pass Lancaster in a loop joining the A.6 at Galgate to the south of the city and Carnforth in the north. *Right*—Another smaller bridge is being built to carry the by-pass over the Lancaster-Hornby road. Traffic on the A.6 through Lancashire has for years been held up in the county town. The contract is worth about £3,750,000. The main contractor is Sir Lindsay Parkinson and Co. Ltd.





ROLLS-ROYCE ENGINES FOR BOEING 707's

At the Boeing Airplane Company's Transport Division plant in Seattle, the first Rolls-Royce Conway turbojet is lifted into position on the wing of the first Boeing 707-420 Intercontinental jet airliner for B.O.A.C. The Conway engine, which is rated at 17,000 lb. thrust, is also to be used on 707 Intercontinentals ordered by Lufthansa, Air-India International, and Varig Air Lines of Brazil. B.O.A.C. have ordered fifteen of these long-range aircraft and deliveries will begin later this year.

POWER FOR INDIAN INDUSTRIES: Finishing touches are put to the air-blast circuit-breakers at the Moradabad electric power station in Uttar Pradesh (formerly known as the United Provinces), in India. The 132-kV. breakers were manufactured at the works of the English Electric Company in Stafford and erected by members of the Company's staff in India.

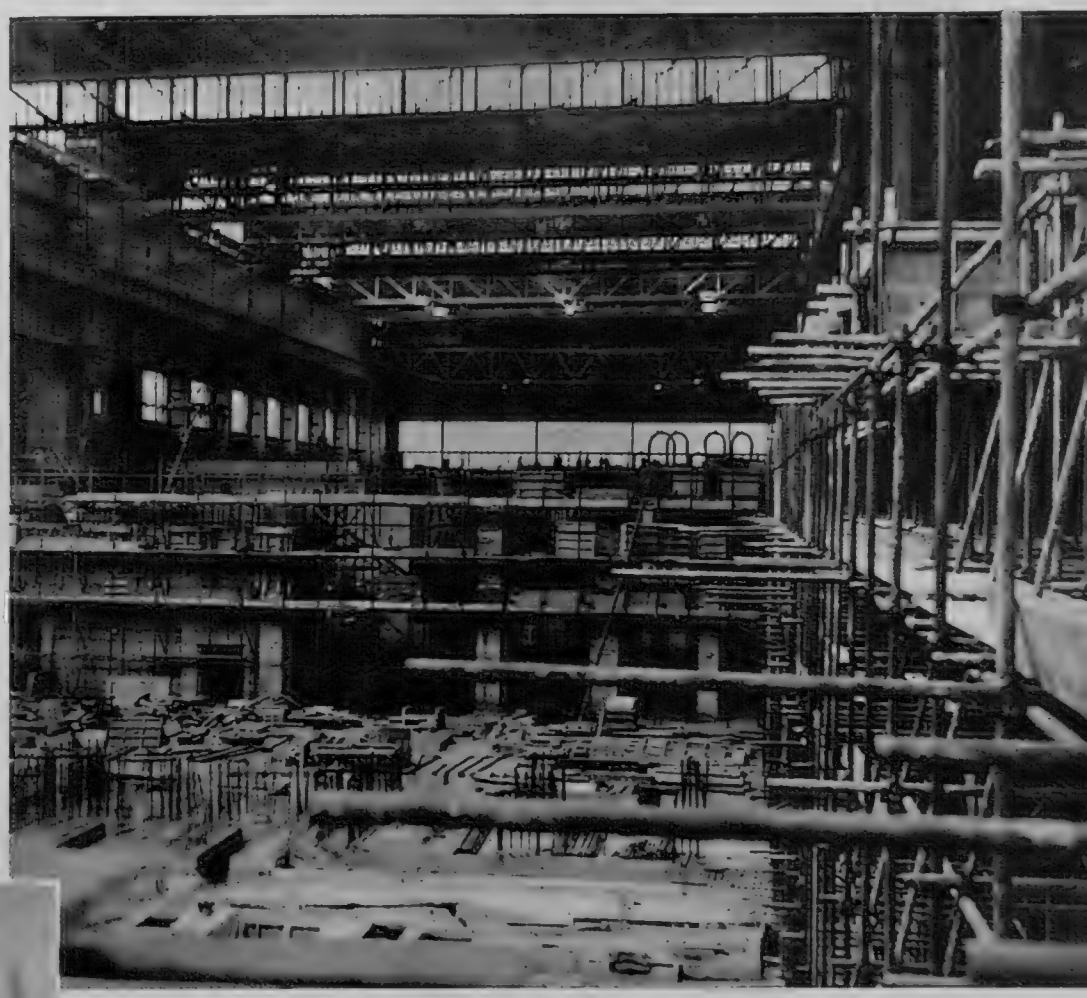
EN ROUTE TO RUSSIA: A consignment of rubber-covered conveyor-belting is swung aboard the Soviet freighter *Pulkovo* at the Surrey Commercial Docks. *On right*—The operator demonstrates the flexibility of an 80-in.-wide belt. It has a working tension of nearly 60 tons.

BRITISH CONVEYOR-BELT FOR RUSSIA

Nearly six miles of rubber-covered conveyor-belt was ordered from B.T.R. Industries, London, for a large ore field in the U.S.S.R. Some of it is believed to be the widest and thickest ever made. The contract was completed on schedule in three months. According to the manufacturers, it is thought to be the first time 100 per cent. Terylene fabric has been used in a major conveyor system. The special heavy fabric was woven to BTR design from 376,000 lb. of Terylene yarn. The belting was supplied in fifty rolls, each about 590 ft. long and in widths up to 80 ins. The number of layers of the fabric varies up to a maximum of fourteen. As specified by the Russians, the maximum working tension of the 80-in. belting is approximately 60 tons. Lengths of the belting were to be joined together on the site, using equipment designed and supplied by BTR. Terylene was chosen because the fibre has a combination of strength, flexibility and resistance to impact, stretching, abrasion and damage from rot.

A COCOON FOR A TURBOJET

At the Bristol Aero-Engines Ltd. works at Filton, near Bristol, a Bristol Siddeley Orpheus turbojet engine is sprayed with a liquid plastic forming a protective covering for the engine during shipment to a customer. The Orpheus was designed to specifications of an engine in the medium-thrust range where a small frontal area and low weight are the prime requirements. It is used in the Folland Gnat light jet fighter and has been specified for Nato light fighters, including the Fiat 91. The engine is being developed under a Ministry of Supply contract in connection with the Joint Mutual Weapons Development Programme Agreement between the U.S.A. and the U.K. It was the only engine under this programme selected for development with aid from U.S. funds.



A GENERATING ROOM TAKES SHAPE: It is being built to form part of the new power station alongside the River Thames at Northfleet, in Kent. The first current will be generated later this year. *On left*—The boiler house, with its two massive chimneys, is seen under construction. Work on the site (formerly occupied by an old cement works) started in 1956.

NEW THAMES-SIDE POWER STATION IN KENT

The power station at Northfleet, which is being built for the South-Eastern Division of the Central Electricity Generating Board, will serve the London area and, if necessary, the Midlands area. The first of six huge turbo-generators arrived recently by road from Erith, and is expected to feed current into the grid during the autumn. It has been supplied by the General Electric Company who will also supply the other five sets. These will come into service during the course of the next three years, to give the station a maximum output of 750,000 kW. The station will then employ between 300 and 350 people. During periods of maximum output the boilers will use approximately 250 tons of coal per hour. This coal will be lifted by grabs from the colliers moored alongside the station's own 800-ft.-long jetty, and taken by conveyor-belts direct to the pulverising mills before being fed into the boilers. The main civil engineering contractor at Northfleet is Taylor Woodrow Construction Ltd. The boilermakers are Messrs. Foster Wheeler Ltd.

PREPARING THE WAY FOR MILAN'S FIRST UNDERGROUND RAILWAY: Work goes ahead on the subway under the Piazza Giovane Italia for the first section of the railway. Altogether, there will be a network of four lines with a central station in the Piazza del Duomo.

LINKING THE CITY CENTRE WITH THE NORTHERN BOUNDARY: Lorries are used to take away the earth excavated along the Viale Monza, in Milan. The first section of the railway will pass under this thoroughfare on its way to the extreme north of the city.

Plans for Milan's first underground railway have been in preparation for some years. The Ministry of Transport approved the present scheme in 1955 and construction work is now in progress on one section. The City's underground system will be divided into four sections with lines radiating from the Piazza del Duomo. On these pages the pictures show Line No. 1 which runs out to the extreme north of the city, passing for part of its route under the Viale Monza. It will also run under the Castello Sforzesco. During the course of the construction work some of the roads have been closed to vehicular traffic. The ultimate aim of the four sections is to carry 40,000 passengers an hour in each direction. The four lines will cover a distance of approximately 22½ miles.

A NEW EXHIBITION CENTRE FOR ROME: The general view is of the Universal Exposition of Rome which is situated five miles from the centre of the city. It is now nearing completion after renewed interest by the Italian Government. Original plans for the site, made in the 1930's, were abandoned during the war. As well as exhibition halls the centre includes Government offices.

THE PALACE OF CONGRESSES: It is one of the new Rome. Next year, it will be used for the with its spacious forecourt, is also seen in

In 1935, Mussolini announced plans for the erection of a permanent exhibition site a short distance from Rome. The plan included a group of marble-faced buildings which were to be used for an exhibition known as an "Olympiad of Civilisation." This was to have been opened in 1942. A site was prepared, but the war intervened and the project was laid aside. Seven years ago, the Italian Government revived interest in the site, construction work started again, and the centre is now almost complete. Dozens of marble palaces are being prepared and divided into 126 exhibition halls. This part of the site, measuring 400,000 sq. ft., is known as "Permindex"—permanent industrial exhibitions—and will be open this summer. The exhibitions will be grouped in branches

N MILAN AND ROME

n Underground Railway for the North lian City; and an Exhibition Centre for the Capital

EXCAVATION AND CONSTRUCTION: A general view of the Viale Monza showing the extensive work involved in the construction of the No. 1 section of the underground railway. Normal traffic has been diverted.

ldings in the vast exhibition centre outside xing events in the Olympic Games. The hall, picture on *left* at the end of the avenue.

f industry and commerce and only goods ctually offered for sale will be shown. It will e a design centre for the world's goods.

The Universal Exposition of Rome is also ing utilised for other purposes. These clude the housing of part of the Ministeries the Italian Government. In addition, rangements are being made to centre part the 1960 Olympic Games on the area. A st covered stadium is nearing completion; large swimming-pool is under construction, d at least one palace will be used for her indoor events. A new thoroughfare nks the city with the exhibition site and ere is also an underground railway, com- leted in 1954, which runs out from Rome's entral Station.

OUTSIDE THE CASTELLO SFORZESCO: *Above*, and on *left*—Preparations are being made to construct the subway under the mid-fifteenth-century building. The present castle stands on the site of an earlier building.

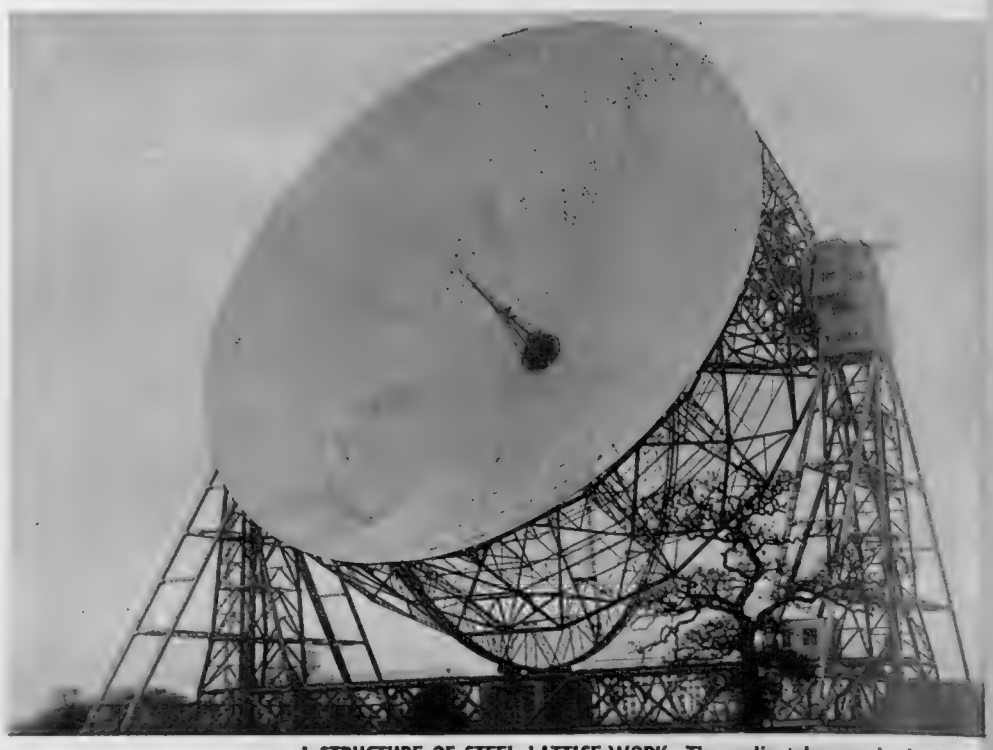
A BUSY PROGRAMME AT JODRELL BANK

The Radio Telescope is in Action Day and Night

Day and night the huge inverted bowl of the Jodrell Bank radio telescope scans the sky as it picks up and charts radio waves from the outer reaches of space. The radio telescope has achieved much fame and publicity in its tracking of the various artificial earth satellites, all of which have contained instruments transmitting signals back to earth. Last week the U.S. launched one specifically concerned with charting the weather by means of photo-electric cells. The readings are sent back to earth by transmitter and the signal sent out during its wide orbit round the earth could easily be picked up by Jodrell Bank. This work is not, however, the major part of the programme of the radio telescope.

It can scan all parts of the sky in about an hour and can pick up waves from distances which cannot be reached visually, even by the Mount Palomar telescope in America. The research programme at Jodrell Bank under Dr. A. C. B. Lovell is concerned with the collection and collation of various radio waves from outer space. During the International Geophysical Year it was especially busy.

The telescope at Jodrell Bank works continuously except in conditions known to be dangerous to its structure. It is not used in winds of over 40 m.p.h. and the bowl is not inverted in winds above 15 m.p.h. Its construction marked a step forward in radio astronomy and its director has described it as a " dream."



A STRUCTURE OF STEEL LATTICE-WORK: The radio telescope is the largest completed, steerable instrument of its kind in the world. The parabolic bowl is 250 ft. in diameter and is 180 ft. above the ground.

AT JODRELL BANK: A camera used to photograph meteor fragments is adjusted by a member of Professor A. C. B. Lovell's staff at the site on high ground in Cheshire. In the background is the radio telescope, its bowl mounted on two 180-ft.-high steel lattice-work towers which move on bogies.

CLOSE-UP OF THE RADIO TELESCOPE: In the centre is the 62-ft.-high aerial on which are focussed radio waves collected by the bowl. This is made of shaped and welded steel sheet, painted creamy white.

MEMBERS OF THE TEAM AT WORK: *Left*—One of Dr. Lovell's staff reads a graph of radio-star impulses picked up by the telescope. *Right*—Another member of the team is engaged in adjusting the complicated amplifier which is connected to the tall aerial in the centre of the bowl.

AT THE CONTROL PANEL: The control room, from which the telescope is " driven," is in a low building 200 yards away. There are an electronic computor and weather gauge instruments in the building.

AN ANCIENT LANDMARK BEHIND THE COAST OF DORSET: Above the village of Corfe are the ruins of the historic castle. It was built in the twelfth and thirteenth centuries, but there were fortifications on this site in the days of the Saxons. The castle was a Royal residence in the Middle Ages. It was demolished during the Civil War when it was the scene of a famous siege. Last week repairs were begun on the surviving structure. The cost is being shared between the owner, Mr. H. J. R. Bankes, and the Ministry of Works.

REPAIRING CORFE CASTLE

Urgently Needed Work on the Famous Ruins in Dorset

IN URGENT NEED OF REPAIR: The cracked masonry of the south wall of the keep is typical of the state of the fabric of the ruins of Corfe. Below the wall the stonework is half buried by thick undergrowth. The repairs to ensure proper preservation of the Castle will take eight or ten years to complete.

THE CURTAIN WALL OF THE INNER BAILEY: Here, too, the stonework is in an extremely bad condition. Ivy and other climbing plants have added to the decay of the walls at Corfe Castle.

Corfe is the natural gateway from the Dorset Coast through the Purbeck Hills. For that reason it was a fortified strongpoint in Saxon times. However, the ruins of the castle which still stand to-day are of later date—the late-Norman and Plantagenet period. The great rectangular keep was built in the twelfth century and most of the rest of the castle in the reigns of John and Henry II. The former made it a Royal residence and he and his successors sometimes also used it as a prison. Edward II was taken from Corfe to Berkeley, to be brutally murdered.

The castle passed from the Royal family to various noble houses and eventually in the early seventeenth century became the property of the present owners, the Bankes, of Kingston Lacy. Lady Bankes was the heroine of the famous siege in the Civil War, her courage and resolution being overcome only through treachery on the part of one of the officers of her garrison. Parliament took a savage revenge. In 1647 the Commons passed a vote that the castle should be demolished and it was methodically reduced to a ruin. For over three centuries the remains have been a landmark on the Isle of Purbeck. But even the stout local stone has not been able to withstand indefinitely the depredations of the weather. Grim cracks have appeared in the shattered fabric and in many places the masonry is overgrown with ivy and other climbers. The ground is littered with rubble and rabbits have burrowed for uncountable generations below the walls.

For some time it has been realised that urgent repairs are necessary and under an agreement made between Mr. H. J. R. Bankes, the owner, and the Ministry of Works, skilled craftsmen of the Ancient Monuments Branch of the Ministry started operations last week. A major problem was immediately posed by the still-splendid defences of the castle. The first job scheduled by the Ministry is the keep, which stands on top of the Motte, an isolated hill with steep precipitous sides. The area is inaccessible to motor vehicles. But scaffolding has to be transported to the keep for the work to proceed there. A helicopter was used to try to carry the necessary materials but the attempt was unavailing. So an inclined slipway has had to be built to hoist the equipment to the working area.

The very extensive programme of repair to all the remains is expected to take between eight and ten years to finish. Operations are being arranged so that the castle will not at any time be closed to the public.

The World of Books

THE OVER-POPULATED WORLD

Aldous Huxley Considers Problems Facing Mankind; Reminiscences About James Joyce; Richard Llewellyn's Novel About a French Hotel Heads This Week's Fiction

IN his BRAVE NEW WORLD REVISITED (Chatto and Windus. 12s. 6d.) Mr. Aldous Huxley is concerned with what he considers the two greatest dangers, apart from the hydrogen bomb, now facing mankind: over-population and over-organisation. In his view over-population leads inevitably to totalitarianism, and that, to put it with less style than Mr. Huxley does, is bad. In one of his chapters on "what may be called wholesale mind-manipulation" he writes about brain-washing, beginning with Pavlov's dogs and the conditioned reflex and coming to the conclusion that "brain-washing, as it is now practised, is a hybrid technique, depending for its effectiveness, partly on the systematic use of violence, partly on skilful psychological manipulation." As with its predecessor some twenty-eight years ago, Mr. Huxley's book reveals him not only as a great imaginative thinker but as a writer who provokes thought in others.

OUR FRIEND JAMES JOYCE (Gollancz. 16s.) is not only a charming book of memoirs but an original one. In it a husband and wife, the distinguished Irish writer, Padraic Colum, and his wife, Mary, tell in alternate chapters of their long acquaintance with James Joyce and his wife, which began in Dublin, and flourished in Paris. Between the cities with which they were so familiar, the two couples wove their pattern for living. Joyce, after a long interlude in Trieste, inclined more and more to Paris, and the Colums saw a great deal of him there, even working with him as his eyesight deteriorated. There are some wonderful anecdotes in this all-too-short book: about Joyce's meeting with Marlene Dietrich, a less-successful encounter with Proust, his idea for a good Guinness slogan and his wife's perfectly serious question to Mrs. Colum: "Don't you think Jim is making things very difficult for himself by writing the way he does?" I can truthfully say that I enjoyed every page of these reminiscences which, as truthfully, is more than I can say of *Haveth Childers Everywhere*.

When Arnold Bennett wrote *Imperial Palace* most people thought it was the hotel book to end all hotel books. He took for his subject a vast London place, rather like one not a hundred yards from the Strand and the Embankment, and he dissected its workings to the last laundry chute and the last bar-tender's bottle-opener. It was a wonderful piece of analytical work and one could guess that the author had had quite a lot of fun in doing it. Now, about thirty years later, comes an equally meticulous novel, this time by Mr. Richard Llewellyn, called CHEZ PAVAN (Michael Joseph. 18s.). Mr. Llewellyn's hotel is in Paris and it is not such a monumental one, but the details of its management and running are treated with comparable care and with the same evident fascination for the *minutiæ* of the business. Readable, entertaining and, as one would expect from this author, not without its moments of emotion.

Mr. Alistair MacLean, with three sea-story successes to his credit, has come firmly ashore for his new book, THE LAST FRONTIER (Collins. 15s.). This is a book of adventure as surely as *H.M.S. Ulysses*, and one of the physical enemies here again is the cold, while the more active and even more dangerous element is supplied by the Hungarian Secret Police. The book's hero—I think it is a suitable case for using the word—is an Englishman who goes behind the Iron Curtain on a special and hazardous mission to bring back a compatriot, a brilliant scientist who has gone over, complete with secrets, to the Soviet Union. Exciting and even credible.

THE VET'S DAUGHTER (Heinemann. 13s. 6d.) is an oddity but a readable oddity. Its subject, as the drawing on the jacket clearly expounds, is levitation, and there is, I think, nothing particularly run-of-the-mill about that. Miss Barbara Comyns has written this strange tale about a girl in Edwardian days who leads an unhappy life with her father, a vet in South London. When the girl discovers her queer ability to float, ceiling- or tree-high, the father, scared sober, attempts to capitalise on it and brings about the doom that the reader has, half-consciously, been expecting from the beginning of the tale. But you must read it yourself to recognise the melancholy magic of it all and the range of what Mr. Graham Greene calls "the strange off-beat talent" of Miss Barbara Comyns.

Mr. Richard Cavendish is a new young writer whose first novel, NYMPHS AND SHEPHERDS (Cassell. 15s.), is an amusing introduction, not without elegance, to his talent in fiction. Like the work of many clever young men—for that he indubitably is—the book tends to be a little over-written and the conversations apt to turn into improbably long set pieces, with every character articulate to the point of eloquence. The plot is simple, for this is more an elaborated incident than a developed theme, and it is gaily insouciant. Altogether, in spite of its occasional wordiness, a diverting affair and no heavier than a good *Grand Marnier soufflé*.

LET ME SEE YOUR FACE (Heinemann. 15s.), by Mr. Jack Beeching, is a story of love and ethics within the framework of an advertising agency. The love is both that felt reluctantly and almost unconsciously by the central figure, an advertising executive in a small way, and his wife, and the same man's more spontaneous love for his mistress, also an advertising agency type.

A VISITOR TO COVENT GARDEN: Madame Maria Callas, the Italian soprano, sits with Mr. David Webster, the General Administrator of London's Royal Opera House. It was understood that plans were discussed for her to appear at Covent Garden, probably in the coming spring. While she was at the theatre she saw a dress rehearsal of *Lucia di Lammermoor* and met Joan Sutherland, who sings the title part (see *also* opposite page).

Mr. Beeching really does evoke the tension felt in such a business and the lack, to put it lightly, of any major loyalties among a highly competitive staff.

Tasmania and New Zealand are represented in the next two books. THE BOYS IN THE ISLAND (Hamish Hamilton. 15s.) is the story of a boy who longs to cross from his native Tasmania to the Australian mainland, to grow up and to discover the wonders and the excitements which he is sure life holds for him. Mr. Christopher Koch is a young Tasmanian writer whose first novel this is, and he has brought to it a genuinely poetic quality as well as a vividly sharp picture of life in that far-away island.

NO REMITTANCE (Michael Joseph. 15s.), by Mr. Dan Davin, is concerned with an Englishman who goes out to New Zealand at the turn of the century, ambit... vigorous but without judgment, and finds himself dr... through life, married into a family of small Irish far... in the south. In old age he reviews his life and, thro... all the attempts he has made to adapt himself to ... environment, the reader sees the many other confli... between religions or nationalities or, more directly, ... sexes. Sensitive and convincing.

From France come two original novels, both of th... slightly disturbing though in different ways. THE TO... TOISES (Chatto and Windus. 16s.) is by M. Loys Mas... and has been translated with her usual perception ... Antonia White. It is a sea story about a sailing-sh... some fifty years ago, setting out, as always, on dubio... business and heading from the Seychelles on a quest f... gold treasure. The captain is a tyrannous Dutchma... the crew of thugs would have been better described a... gang, the cargo is of giant tortoises and, culminati... horror, the one passenger brings smallpox on boar... This is, in every sense, a strange story which, in oth... hands, less skilful, might have had the bathos ... exaggeration. As written by M. Masson it is haunti... magical and terrible.

THE TANGERINE (Hart-Davis. 15s.), by Christi... de Rivoyre, is about a beautiful young woman who liv... with her loving husband in the Paris hotel owned by h... family. They, the man she is married to, the staff a... even some of the hotel guests, exist in an atmosphere ... mutual affection that is almost overwhelming. The... understanding is complete except for one tiny circum... stance: on certain nights to celebrate her especial co... tent, the lovely Severine likes a late-night kitchen fe... with all her family—except her baffled and exasperat... husband! With humour and fantasy the author sho... just how smooth or hazardous is the path of this couple... and, of course, the attendant family.

Mr. Claude Koch has written a moving novel abo... a community of Catholic brothers, settled near Niaga... Falls, and about individuals in their number, so sharp... defined that they remain in the memory. LIGHT I... SILENCE (Gollancz. 16s.) deals with a college founde... about 100 years ago and originally a poor one in whi... the brothers supplied the manual labour. At the time ... the story it has grown prosperous and a new Prior intend... to make it even more secure financially. There are tho... among the brothers, however, whose simplicity does n... accord with his ambitions, and it is chiefly of them th... Mr. Koch writes in this strong poetic book.

Thriller of the week by any count is Miss Patric... Wentworth's THE FINGERPRINT (Hodder and Stoug... ton. 12s. 6d.), which is a further adventure of th... matchless Miss Silver, still knitting exquisite woolli... for her nieces and nephews and still unravelling crim... in cosy domestic interiors. This is very good indeed... in fact, recommended.

THE NEON HALO (Secker and Warburg. 15s.) h... been translated from the French of M. Jean-Louis Cur... by Mr. Humphrey Hare and is an extremely clever an... thoroughly depressing piece of fiction (in spite of ... frequent flashes of humour) about the world in fo... years' time when the U.S.A. and the U.S.S.R. are happ... allied and the struggle is between the white and th... yellow races.

Vernon Fane

AIRSHIP TRAGEDY

Sir Sefton Brancker and the R101

When the great airship R101 crashed in 1930 upon a hillside near Beauvais Sir Sefton Brancker, Britain's Director of Civil Aviation, was among those who perished. Basil Collier tells Sir Sefton's story in his new book HEAVENLY ADVENTURER (Secker and Warburg. 25s.). He relates it with verve and an admirable appreciation of this Major-General and Honorary Air Vice-Marshal who had about him a dash of the buccaneer, a touch of the man-about-town, and a flair for action. Brancker's career was brilliant, flying with Cobham to India (it took them five weeks), working with Kitchener, Allenby, and later, Rothermere. Then came the R101, and that supreme tragedy is set down in all its inevitability. Britons at the time were only dimly aware that all rigid airships launched in the United Kingdom were more or less blind copies of captured or surrendered zeppelins. Blindly the experts, the enthusiasts, and the politicians forged ahead. The future of British airships stood or fell by the flight to India of the R101. If the results were calamitous we can at least honour the memory of the pioneering spirit and courage of men like Sir Sefton Brancker who, thinking the airship hardly safe, none the less took the risk along with the rest.

The matted, exuberant, slightly sinister world of equatorial South America has obviously made a deep appeal to the mind and senses of Alfonso Vinci, who has prospected and explored to great advantage in the remote places of Venezuela, Ecuador, and Northern Peru. His book, RED CLOTH AND GREEN FOREST (Hutchinson. 30s.), gives us an account of two remarkable journeys in the Upper Amazon and Orinoco basins. The author has gained an unrivalled insight into the lives of, and customs of, the Guayaca and Shirian peoples of the forest. We see the tribes in their savage supremacy as hunters and in their pathetic seediness in the face of the offerings of civilisation, clothes and drink accompan... by disease.

Next is the story of a man who fought back with... good a purpose and as fine a courage as anyone wh... record has emerged from World War II. His name... Edgar Whitcomb, and he was a B.17 navigator. Wh... the Japanese took Bataan at the start of the Pac... struggle Whitcomb fled in a rowing-boat to Corregid... and when that place failed him he swam under cover ... darkness for eight hours, finally reaching the mainla... There, after weeks of jungle wandering, and sailing ... night down the heavily-patrolled coast, the Japan... finally got him. It was then that Whitcomb, to esca... a worse fate, invented the imaginary character of Rob... Johnson, a mining employee, and in that guise he endu... hunger, beatings and the grey hopelessness of pris... He was never shaken in his pose as Johnson, and find... on return to the United States, thus described, he had ... run the gauntlet of the F.B.I., be grilled at the Pentag... and be finally interned as a "civilian" for th... duration of the war. In ESCAPE FROM CORR... GIDOR (Allan Wingate. 15s.) Mr. Whitcomb gives ... most graphic description of all these tribulation... Written with simplicity and much modesty.

If the cinemas in recent days have been flagging, t... dance halls have been looking up, so what more natu... than that they should combine forces to their mut...

A RARELY-SEEN OPERA AT COVENT GARDEN: Lucia (sung by Joan Sutherland) makes her entrance in the Second Act of *Lucia di Lammermoor* at the Royal Opera House, in London. *On left*—After stabbing her husband to death, Lucia appears in her blood-stained nightdress in the Mad Scene. *On right*—Lucia and her brother Enrico (Geraint Evans). *Below*—The stage is set for the Great Hall during the Mad Scene. Lucia and Enrico are in left foreground. Donizetti's opera has been brought into the Covent Garden programme this season for the first time since 1925. The conductor is Tullio Serafin, returning to the Royal Opera House after twenty-eight years' absence. On the first night Joao Gibin was unable to sing Edgardo owing to illness. The part was taken by Kenneth Neate.

LUCIA DI LAMMERMOOR

Donizetti's opera based on Sir Walter Scott's novel *The Bride of Lammermoor* has had a curious history in London. It was first performed at Covent Garden in 1847 and for the next sixty years was a great favourite. Among those singing the title role were Patti, Melba and Tetrazzini. Its international popularity can be judged from the fact that fictionally the opera was seen by such distinguished characters as Madame Bovary and Anna Karenina. Yet from 1907 until this year only one performance was given at the Royal Opera House, in 1925. Now it has been at last brought again into the repertory, with five performances in Italian. The last is to-night (February 28). Joan Sutherland sings Lucia, a part which demands the most exacting standards from a coloratura soprano.

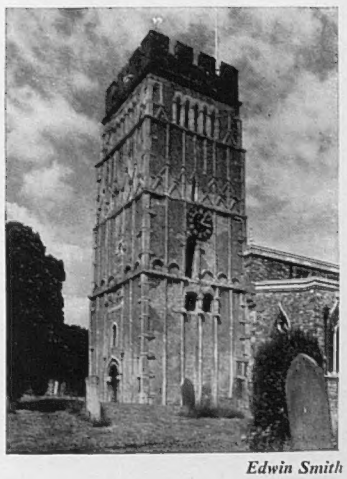
dvantage. It is this minor revolution in the social cene which has given Victor Silvester a new turn in his areer, and the boom in ballroom dancing seems to ather pace under the spell of his twinkling eye, zestful otion and restless feet. In DANCING IS MY LIFE Heinemann. 15s.) Mr. Silvester has written a brief but olourful biography culminating with this latest develop-ent which he has done so much to foster in company ith the sorely-tried but enterprising Rank Organisation. here is much more to his narrative than this, however. t is a most personal story he has written. Silvester's xperiences as a military cadet at Sandhurst and as volunteer in France in World War I add to the ariety of a lively biography.

Kevin Andrews was born in Peking in 1924, educated Stowe, England, and St. Paul's Concord, U.S.A., ent three years as a private in the U.S. Infantry, aduated from Harvard in 1947 and was then awarded year's travelling fellowship to study classical archæology Athens. In all he spent four-and-a-half years in reece, and one of the products of that memorable urney is his second book, THE FLIGHT OF IKAROS Weidenfeld and Nicolson. 21s.). This makes delightful d unconventional reading, with life at every turn at least predictable. If this versatile and unwary merican is indeed like Ikaros of the ancient myth, ring to fly too close to the sun, he at least has returned tell his exhilarating tale, taking us far off the beaten ack and into the remote country regions.

Robert Brittain's RIVERS AND MAN (Longmans, 5s.) is really a long and erudite essay showing the ect through history of the rivers of the world on human deavour and human advance. This is a well-reasoned, osely-knit narrative, all-embracing in its sweep and king us from the earliest times up to the Middle Ages.

R. C. E.

Gifts preserve part of our English heritage



Edwin Smith

The beautiful parish churches of England are part of our heritage—a part which must not be neglected and left to fade slowly from the English scene. So far, the Historic Churches Preservation Trust has helped to preserve over 900 churches, *irrespective of denomination*. But more help is still desperately needed.

This year, an effort to raise funds will be concentrated on

A SALE AT CHRISTIES

—who have generously offered to make all the arrangements for the sale itself—**on 6th May, 1959.**

Now the Trust looks to all who value our ancient buildings for gifts—of valuable paintings, furniture, glass, plate, china, jewellery and rare books—suitable for inclusion in the sale.

The Trust appreciates only too well that parting with anything one values—either sentimentally or intrinsically—is a great sacrifice.

If you of your generosity have something you can spare, please send it to the Secretary, Mr. H. Llewellyn Jones, or ask him to arrange collection. For the sale to be a success gifts must be received not later than March 21st.

Historic Churches Preservation Trust

PATRON: H.M. THE QUEEN

Fulham Palace, London, S.W.6

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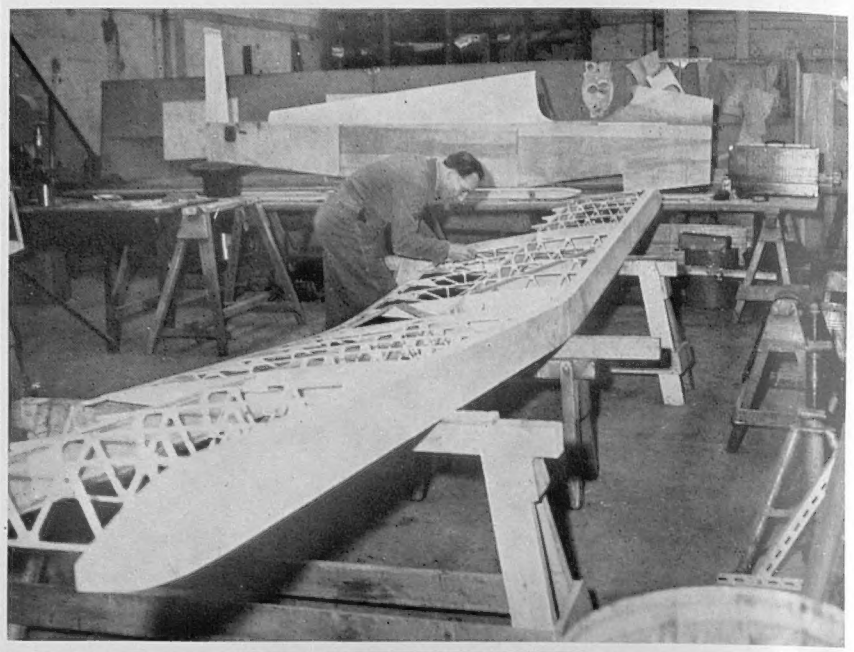
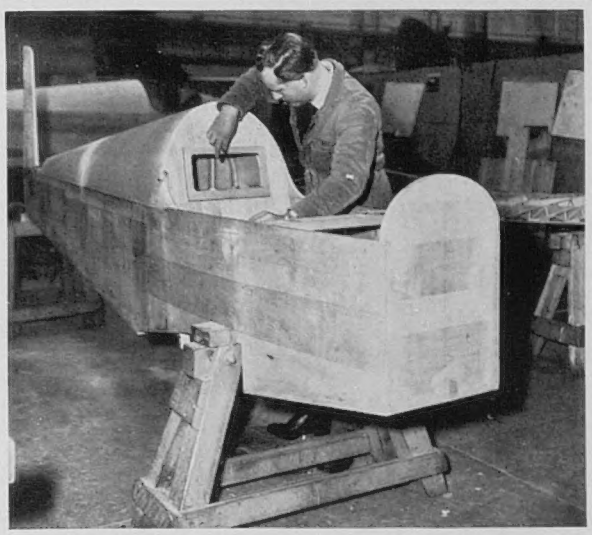
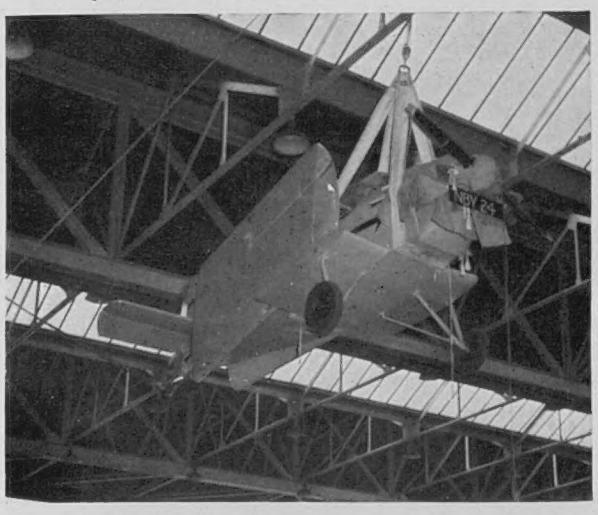




IN CONSTRUCTION: In the foreground is the skeleton of the main wing section of a Druine D31 aircraft being made at the Rolleson Aircraft and Engines Ltd. factory in Croydon. The firm makes each aeroplane for about £1,000.

CONSTRUCTED OF WOOD: The fuselage of one of the Druine 31 Turbulents is made of planks of wood. The aircraft, designed in France, can also be obtained as a kit.

The D31 Turbulent was designed by a Frenchman, Roger Druine, who built and flew his first aircraft at the age of seventeen. Only twenty years later he died, in 1958, after he had successfully formed a company to promote his inexpensive light aircraft. One of his designs, the Turbulent, is being built in this country at the small factory of Rolleson Aircraft and Engines Ltd., in Croydon. Each aeroplane takes about ten to twelve weeks to build and costs about £1,000. Most of the work is done by hand—a bandsaw is used for cutting purposes. The aircraft is made of wood and fabric covering. With a 4-cylinder air-cooled engine, the aircraft has a maximum speed of about 87 m.p.h. and a cruising speed of approximately 74 m.p.h.



On left—

HANGING FROM THE ROOF: This picture gives an indication of the small size of the D31 Turbulent. The wings are packed alongside the fuselage.

THE FINISHED AIRCRAFT: In the Croydon factory is a completed Turbulent. The design is much favoured by clubs and private individuals. It is powered by a 30-h.p. German four-cylinder, air-cooled engine, and cruises economically at about 74 m.p.h.

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him, c/o The Editor, THE SPHERE, *Ingram House, 195–198, Strand, London, W.C.2.*

THE BI-CENTENARY OF ROBERT BURNS—he was born at Alloway, near Ayr, on January 25, 1759—draws attention to the South-West of Scotland, an area which is mostly hurried through and rarely explored, though in the so-called Lowlands the contours are by no means flat. In the County of Kirkcudbright is the beauteous and wild scenery of the Galloway Highlands, with the lonely Merrick rising to 2,764 ft. and the Rhinns of Kells hiding many fascinating lochs. Perhaps Loch Trool is the best known, for adjoining is the extensive Glen Trool National Forest Park and the Bruce Memorial in its picturesque setting.

Then, when a change of scenery is indicated, Kirkcudbright County, with its neighbour Wigtownshire, has a fascinating coastline with inlets, bays, rocks, sands and all the necessary staging for swimming, sailing, fishing and sunning (do not forget that this is the south coast of Scotland). In Ayrshire the name of Robert Burns must come first, and this year, in particular, his birthplace cottage in Alloway will be a magnet of attraction as well as the next-door museum, where many of his personal relics have been preserved.

Ayrshire, too, has a part share in the Galloway Highlands and the main road from Ayr, through Dalmellington to New Galloway, is as fine a road for scenery as one could wish for.

Yet, by and large, it is the coastline of Ayrshire which has the greatest appeal, and the further north one travels, the greater the attraction of the Firth of Clyde.

Now, having whetted your appetite for an area I feel sure you would enjoy, let me briefly comment on some hotels which, from personal knowledge, can be cordially recommended.

Kirkcudbright. A small town at the head of its bay, and here at The Selkirk Arms, Burns wrote "The Selkirk Grace." Yet it is on no literary background that our recommendation is based. It is an hotel with only twelve bedrooms but richly endowed with comfortable refinements, thanks to its interested owner, Sir Basil Hope-Dunbar, Bart., whose family have for centuries owned the local Senwick Estate Shoot. Here is no ordinary hotel shoot where visitors wander around aimlessly, but a properly organised one where the keen sportsman will get genuine comfort and a square deal. There is a refreshing air of individuality about this small hotel and it can be recommended with increasing confidence.

Eight miles from the small country town of Kirkcudbright is another most attractive small hotel, The Murray Arms, Gatehouse-of-Fleet, once a posting inn where Burns wrote "Scots Wha' Hae." Like the Selkirk Arms, the ownership of this attractive roadside hotel is vested in local family interests and, consequently, there is that background of local personal pride which must be sustained. Here, one can experience far more of the atmosphere of a country house than a wayside hotel, and whether you stay here or in Kirkcudbright, both make an excellent centre for exploring the whole of South-Western Scotland.

For a seaside holiday hotel where the emphasis is on safe bathing, sailing, tennis and the like, note Rockcliffe, a tucked-away seaside gem where there is a suggestion of Devon and the French Riviera. Baron's Craig Hotel (twenty bedrooms), standing on a small eminence overlooking the Solway shore, is deservedly popular during the holiday months, and here, as in many other seaside spots, June is so much more preferable to August.

Another holiday hotel that has come very much to the fore in recent years is The Cally Hotel, approached by a mile-long drive, just outside Gatehouse-of-Fleet. Though we only looked in last year, it appeared to be a small Gleneagles in all that is offered for enjoyment and we have noted it for a more leisurely stay.

The coast road around Wigtown Bay is one of the loveliest in Scotland and, indeed, one can follow the coast, with its varying scenic charm, to almost the extreme end of the Mull of Galloway. At Port William is a small hotel which for many years has been famed for its catering—The Monreith Arms. Indeed, it is one of the few that has earned an A.A. Rosette. Though we found new proprietors when we called last May, its catering reputation still holds good.

The Ayrshire coastline commences about seven miles north of Stranraer and those who seek sumptuous surrounds need not look beyond the 162 bedroomed Turnberry Hotel, which rivals its sister, Gleneagles, for holiday completeness. This, without a doubt, is one of Scotland's best.

North of Ayr brings us to that resort well known for its golf links, sands and sunshine—Troon. Here that gay, modern hotel, The Marine, is located. Standing on an island site adjoining a part of the championship course of Old Troon, The Marine, under the energetic management of Mr. Keith Vilvandre, is becoming increasingly popular the whole year round, be it for those on business bent, on a golfing or seaside holiday, or just in transit.

For those who have to study costs, we suggest the small Sun Court Hotel, where Mr. and Mrs. Angus Hamilton have the right ideas in providing good food and comfort at the lowest possible cost. Finally, we come to the most northerly point in Ayrshire, Skelmorlie, and from here to Gourock, with shipping, ferry steamers and yachts becoming more numerous, the sea view is never devoid of interest. Here is an excellent hotel from which one can enjoy the panorama of movement—Manor Park Hotel—standing back and above the Largs–Gourock road. Once a rich man's home, we are indebted to its resident-owner, Mr. J. M. MacLaurin, for converting it into an hotel of charming refinement. Though there are only eleven bedrooms, four have private bathrooms and three chefs are employed, so the restaurant has a magnetic pull for miles around. Here, with the Manor Park as a comfortable base, one can cross to the Isle of Bute and generally make full use of the Clyde steamers which ply from various piers hereabouts.

BANTRY BAY, Co. Cork. ARDNAGASHEL HOUSE
25 yards from the sea. An Irish Country House Hotel in glorious scenery, with goggle-fishing, bathing, sailing; or just eating, drinking and lazing. Write R. Kaulback.

BOURNEMOUTH, WEST. BOURNE HALL HOTEL
Popularly priced. In key position for sea, shops and shows. Hard tennis court. Lock-up garages. Lift. Private bath. Generous and varied menus. Tel.: Westbourne 63333.

NR. BOURNEMOUTH, SANDBANKS. HARBOUR HEIGHTS HOTEL
Outstanding in food, wine, service and position. Overlooking Poole Harbour. Close sands, sea, sailing. Golf (Parkstone). Fully licensed. Tel.: Canford Cliffs 77272.

BOURNEMOUTH. LINDEN HALL HOTEL
"The jolliest, happiest, holiday hotel in Britain irrespective of weather." A popular verdict and no wonder! A superb indoor heated swimming-pool and Squash Courts (resident instructors). Ballroom, Bridge, Billiards, Tennis, modernised bedrooms and those magnets of attraction, good fare and cellar. Tel.: Boscombe 33533.

CHESTER. THE BLOSSOMS
The atmosphere of the past, the amenities of the present and food and wine to be remembered are characteristics of this famous hotel; a landmark for three centuries in this lovely old city. Advance reservations are advisable. Tel.: 23186.

CIRENCESTER, Gloucestershire. KING'S HEAD
Where Roundheads and Royalists once clashed, modern travellers enjoy a bedroom with private bath, and excellent food in a gay restaurant. Tel.: 677.

DUBLIN. THE GRESHAM HOTEL
Visit Ireland this year and for a good beginning and ending choose this fine modern hotel in the hub of Ireland's social life. 150 rooms (many private bathrooms and suites) with radios, central heating, iced water and 24-hour service.

NR. EDINBURGH, GULLANE. GREYWALLS
A charming Lutyens house within easy reach of city, facing Muirfield Links. Lovely garden. Tennis court. Interesting catering. Licensed. Tel.: Gullane 2144.

FALMOUTH. GREENBANK HOTEL
For spring sunshine, for summer sailing, choose this hotel with its comfortable nautical atmosphere, situated on the water's edge of Falmouth Harbour. First-class food and service, and genial climate. Tel.: 440.

JERSEY, C.I. ST. BRELADES BAY HOTEL
(1st. Reg.), welcomes enquiries for Easter, Spring and September. Wonderful position facing sea and sands. First class food and wine. Dinner dances.

KESWICK, ENGLISH LAKES. LODORE SWISS HOTEL
60 rooms. Private bathrooms. Continental Cocktail Bar—SWISS CUISINE. Children's Nursery—Resident Nurse. Tennis. Bathing. Personal supervision Mrs. M. M. England (SWISS). Tel.: Borrowdale 227.

LLANDUDNO, N. Wales. ST. GEORGES HOTEL
For a memorable holiday. First on sea-front for cuisine and entertainment. Free Golf. Ballroom. Cocktail Lounge. Ideal motoring centre. Tel.: 7873.

LONDON, N.W.4. HENDON HALL
First-class, 20 mins. West End. Excellent cuisine; fully licensed. Phone all rooms; suites. Putting, Swimming Pool. Adjoins Golf Club. Sunnyhill 3341.

SIDMOUTH, Devon. THE BELMONT
First class, fine sea-front position. Noted for catering, refined comfort and unostentatious service. Suites. Many bathrooms communicating. Lift. No dancing or music. Fully licensed. Tel.: 1555.

SIDMOUTH. VICTORIA HOTEL
For your Spring holiday or honeymoon. Scenery, sea air and sunshine in plenty. Admirable cuisine, "cellar" and service. Bedside telephones and radio. TV. Beauty Salon. Cocktail Lounge. Come and be spoilt! Tel.: 951.

WEYBRIDGE, SURREY. OATLANDS PARK HOTEL
Stay in warmth and comfort in one of Britain's best-run Country Hotels, only 30 mins. from London's West End. Sporting Golf Course, Tennis, Squash, Bowls, Billiards, Dancing—all free to residents. 60 acres grounds. 150 rooms (many with private bath). Self-contained suites. Moderate incl. terms. Brochure. Weybridge 4242.

GRAND SUGGESTION
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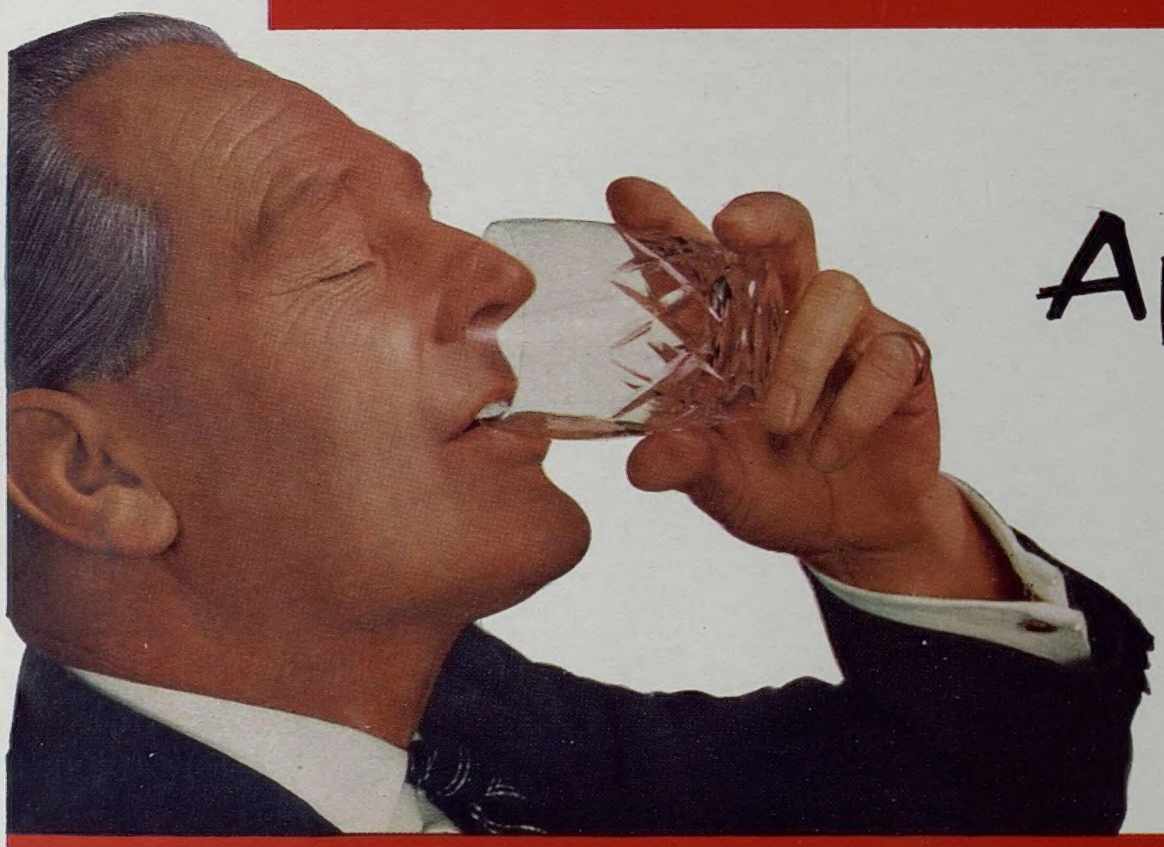
Always a good address for recuperation.
Tel.: 25234. Write for Brochure.

Anticipate a Scotch..



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